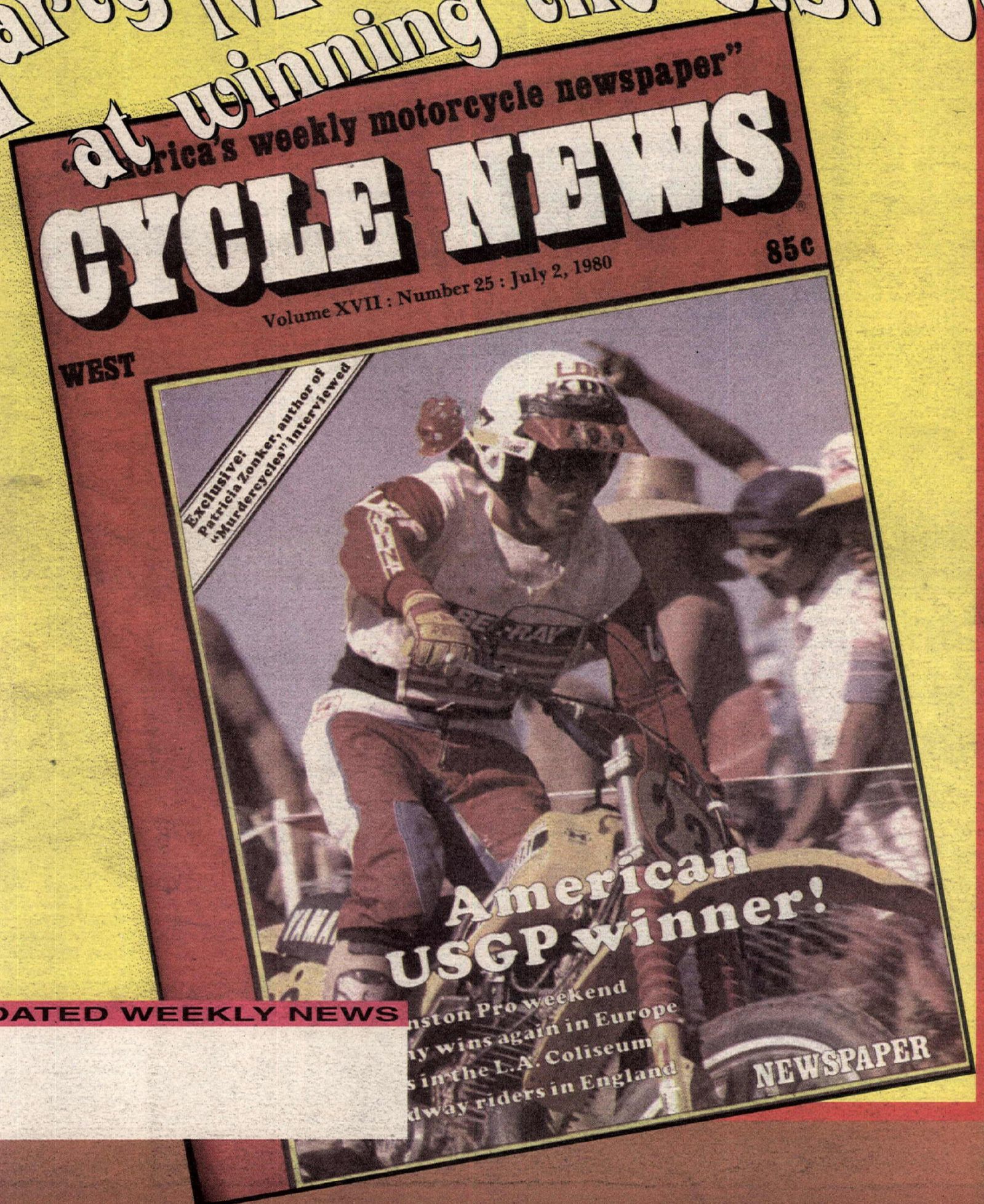
# CYCLE NEWS®

America's weekly motorcycle newspaper | December 10, 1997: Number 49 | (outside the U.S. $3.25) $2.50


## Remember when...

# Marty Moates looks back at winning the U.S. GP





TIME DATED MATERIAL MAILED DECEMBER 2, 1997

TIME DATED WEEKLY NEWS

# IN THE WIND

**Lance Smail** (KTM) and **Scot Steffy** (KTM) took top honors at the CMC Northwest Arenacross Nationals in Monroe, Washington, on November 30. Smail topped the 125cc final while Steffy aced the 250cc class. Brad Hagseth (Yam) and Tony Graves (Yam) finished second and third, respectively, to Smail in the 125cc class, and Hagseth and Jason Dampsey (Kaw) went 2-3 in the 250cc class.

**Ernesto Fonseca** (Yam) and **Nicholas Wey** (Kaw) were the A-class winners at the 26th annual Winter National Olympics in Gainesville, Florida, November 26-28. Fonseca won the 125cc A class, while Wey took the top spot in the 250cc A class. Special awards went to the following riders in the event, which drew a record 4500 entries: Scott Golden Goggle Award - Jeff Gibson; Dunlop Silver Tire Award - Wey; AXO Bronze Boot Award - James Stewart; Ricky Joseph Sportsmanship Award - Esteban Vasquez.

There were three noteworthy injuries at the Winter National Olympics in Gainesville. **Chris Bergman** suffered three broken vertebrae in a 250cc B-race crash; Expert **Shae Bentley** suffered a torn spleen; and 125cc B and 125cc Youth Olympic Champion **Justin Buckelew** suffered two broken bones in his lower right leg.

**Andrew Pitt** and **Chad Turnbull** (Kaw) won the Shell Advance Six-Hour endurance race at the Oran Park circuit near Sydney, Australia, on November 29. Pitt and Turnbull finished more than two laps ahead of **Phil Harper** and **Branden Oxford** (Suz). The Drysdale V8 was scheduled to make its racing debut in the six-hour, but it failed to start after dropping a valve during practice.

Vance & Hines Ducati's **Anthony Gobert** was on hand at the Shell Advance endurance race in Australia, getting new Dunlop tires mounted to his Ducati 916 street bike, according to *Cycle News* correspondent Darryl Flack.

KTM has again signed **Scott Plessinger** to a contract for the 1998 season. Plessinger, a two-time Grand National Cross Country title holder, will again focus on the GNCC Series, as well as participate in other selected National events, including Hare and Hound and GP races. Speaking of Plessinger, he and his wife, Angie, recently opened their own KTM dealership in Hamilton, Ohio, called Plessinger Cycles Inc.

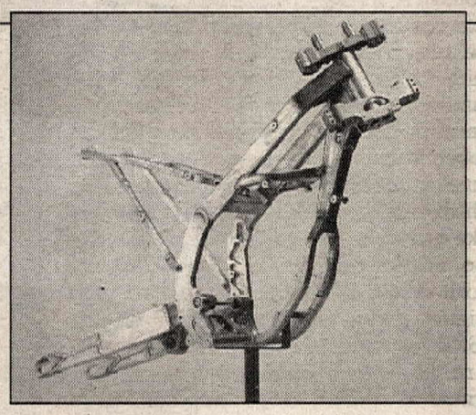
PACE Motor Sports has released the schedule for a newly announced **U.S. Off-Road Championship Series**, which will get under way on January 3 at the Trans World Dome in St. Louis. In its inaugural year, the series will stop at seven cities. The series will feature classes for off-road trucks, buggies, ATVs and four-stroke motorcycles. "The stadium off-road four-stroke Thunder Bike Series is intended to combine the tradition of dirt track TT-style racing with the excitement of indoor motocross," PACE's Pat Schutte said. "The basis for selecting four-stroke bikes to headline the motorcycle element of the competition is to elevate these type bikes as an independent stadium series that showcases the growing strength of the four-stroke market." The US. Off-Road Championship Series schedule is as follows: January 3 - Trans World Dome, St. Louis, Missouri; January 10 - Astrodome, Houston, Texas; January 17 - Sun Devel Stadium, Phoenix, Arizona; February 7 - Sam Boyd Stadium, Las Vagas, Nevada; February 15 - Qualcomm Stadium, San Diego, California; February 28 - Metrodome, Minneapolis, Minnesota; and March 14 - Silverdome, Pontiac, Michigan. For ticket information, contact PACE Motor Sports at 630/963-4810 or call your local Ticketmaster outlet. Riders who are interested in competing in the Stadium Off-Road Four-Stroke Series should contact series director Bill Easterly at the number listed above.

Three-time World Champion **Wayne Rainey** will sign copies of his biography, "Wayne Rainey - His Own Story" during Wayne Rainey Night at Speedway International Racing Bistro & Bar in Newport Beach, California, on Thursday, December 18, from 7 to 10 p.m. *Cycle News* will have books available for purchase at the event, with Rainey on hand to sign those new books. In addition, Yamaha will display Norifumi Abe's YZR500 Grand Prix bike and its all-new 1998 YZF1000R1. Other items will be raffled off, with proceeds going to a charity of Rainey's choice. For more information, call FS Productions at 714/752-1669.

Showcase Bike Night at Speedway International Racing Bistro & Bar will feature AMA 750cc Supersport Champion **Jason Pridmore** and his father, two-time AMA Superbike National Champion **Reg Pridmore**, on Thursday, December 4, from 7 to 10 p.m. The pair will be on hand to discuss racing and their CLASS Motorcycle Schools. For more information, call 714/752-1669.

**Lance Smail**, who competed on a 550cc four-stroke KTM in a number of AMA 250cc Supercross rounds in 1997, and who even qualified for the Daytona Supercross on one, will campaign a 550cc Husaberg four-stroke in the AMA outdoor National Championship 250cc Series and the AMA Supercross Series. KTM used up its AMA four-stroke first-year unlimited rule and will now put Smail on a Husaberg for the 1998 season.

After just a year as a world-level series, the **Supersport World Cup** has seen rapidly increasing participation at the manufacturer level, leading to off-season machinations nearly on a par with its big brother, the World Superbike series, reports *Cycle News* contributor Paolo Gozzi. Several of the top teams (Belgarda Yamaha, GioCaMoto Ducati and Alstare) have already begun their '98 tests, and trading in the rider market is in full swing. Ducati made the first step by confirming reigning champion **Paolo Casoli**, who had a number of offers from his Japanese rivals. The Italian rider will stay with GioCaMoto and will be personally responsible for the development of the Pirelli tires. **Yves Briguet** left Suzuki Italia to move to team Endoug, where he will have a 748 identical to lead rider Casoli's. As for a second rider in the Endoug team, a favorite is **Cristiano Migliorati**, who had an excellent season in the 250cc Grands Prix with team Axo Honda this past year. Migliorati tested with Suzuki Italia at Monza a week ago, but he and the team failed to make an agreement, unable to come to terms regarding salary. The Italian rider was then contacted by Endoug, who let



# Müller MXers coming to America

Italian motorcycle manufacturer Müller has linked up with Action North America Inc. (makers of the popular Action minicycle lineup) to form Müller Motors USA. Currently, Müller produces a 125cc motocross bike that features a twin-spar, aluminum perimeter frame (shown) and has been producing it since 1994 (a full three years before Honda). The engine is also of Müller's own design and utilizes case-reed induction, an exhaust powervalve, liquid cooling and a six-speed gearbox. Suspensionwise, the Müller 125cc relies on an Ohlins shock in the rear and Solva conventional forks up front. Müller motorcycles will be available in limited quantities through a dealer network through Action North America in early 1998. In the near future, a larger factory is scheduled to be set up for the production of Müller motorcycles in the United States, which will include the manufacture of other models, including a 250cc motocrosser. For more information, contact Müller Motors USA, 941/566-9666, fax 941/566-2220.

# American speedway ends its "tiring" controversy

American speedway ended the dispute which culminated in the AMA withdrawing its sanction of the 1997 U.S. National Speedway Championship by coming to an agreement on tire eligibility for the 1998 season at the annual AMA speedway meeting in Fresno, California, on November 20.

Both the sanctioning body and speedway promoters, including U.S. National promoter International Speedway Inc., agreed on a revised tire rule for the AMA rule book. In addition to the Kenda tire that was already legal at all tracks, the AMA and the promoters unanimously agreed to approve the Barum BL CT-SW 93.15 tire that was the source of controversy at the end of 1997. In addition, A&A Racing, the Kenda tire distributor, has asked for and been granted the approval to sell the new Barum CT-SW 97.18 tire, the 70 shore hardness-tread that is currently FIM- and British League-legal. Additionally, no material may be removed from the tires, and they may not be chemically treated. The promoters and the AMA also agreed that these three tires - and *only* these three - will be eligible in AMA-sanctioned speedway competition for 1998.

"We've approved the Barum (BL) that is OEM-legal on Jawa motorcycles, and also the new Barum to see if it is better for our tracks," AMA special projects manager Bill Boyce said. "I think that this is a positive step - those that like Kendas can use the Kendas, and those that like the Barums can use the Barums. It gives the riders the opportunity to select the tire of their choice."

Despite the new tire agreement, however, no speedway promotion has applied for AMA sanction as of press time, due to the fact that a recent reorganization by the sanctioning body has brought with it higher sanctioning fees. The AMA and the promoters are expected to meet again - possibly prior to the AMA awards banquet on December 13 - to discuss the 1998 sanction fees.

him test Mauro Lucchiari's '97 Ducati 748. Briguet also took the track in the same tests (organized by Pirelli) and, in his debut with the Italian twin-cylinder bike, set an excellent time of 1:39.7 - very close to the lap record time set by Casoli in last year's winter tests (a 1:39.6).

On the Japanese front, Belgarda **Yamaha** has its supersport rider lineup confirmed, with the factory YZFs to be ridden by **Vittorio Guareschi**, the revelation of the year who lost the championship by one point, and **Massimo Meregalli**.

Changes are also afoot at **Suzuki**, in both World Superbike and Supersport. Through its important German importer, Suzuki managed to pry away the entire Alstare team from Ducati, taking with them their two top riders, **Fabrizio Pirovano** and **Stephane Chambon**. Francesco Batta's well-sponsored team seemed likely to stay with Ducati, which would have also given the Belgian team Carl Fogarty and the 916 superbike - but the agreement went up in smoke. "But neither have things been formalized with Suzuki yet," said the Italo-Belgian team manager. The team will also have Spain's Ruben Xaus, on loan from team Rumi to develop the Suzuki TL1000R superbike, which will be run in a few World Superbike rounds at the end of the season. On the Supersport level, Suzuki-Italia worked fast to fill the gap left by Yves Briguet, letting Giuseppe Fiorillo test the GSXR left vacant with Briguet's departure. Giovanni Bussei has been confirmed as second rider. Another candidate is Davide Bulega, the European 250cc GP champion who would like to move up into world-level supersport racing.

The surprise of '98 World Supersport racing, on a technical level, could come from **Kawasaki**. The new version of the **ZX-6R** will have a completely revised front end, as well as different carburetors, electronics and gearbox. There will be two official teams in the world series: team Eckl, with a rider still to be confirmed, and team Bertocchi, who has confirmed Marco Risitano.

On the **Honda** front, the world's biggest motorcycle manufacturer will field a factory team in Castrol colors, with the bikes prepared in Japan. The aim is to have 16-year-old British rider James Toseland gain some experience, while winning a few races with Belgium's **Michael Paquay**, a two-time European champion. Paquay's signing, though not yet confirmed, is highly likely.

Project Monza rider and team owner Bill St. John rode the new **VeeTwo Squalo** to victory in its racing debut at Roebling Road in Georgia on November 16. St. John rode the John Keogh-designed motorcycle to victory in the Battle of the Twins Open class, according to a press release from Project Monza.

A **Bikers' Bleed Blood Drive** will be held at the Kosciuszko Benefit Society in Vernon, Connecticut, on May 17, from 9 a.m. to 2 p.m. Door prizes will be given away and a raffle will be held. In addition, free commemorative patches will be given to the first 200 donors.

**Gas Gas USA** has announced that it will sponsor **Laura Bussing** in the 1998 U.S. National Trials Championship. Bussing will be competing for the first-ever U.S. Women's Championship aboard a 1998 TX270.

Guinness-Book-of-World-Records-sighting dept.: Road racers **Mark Miller**, **Steve Rapp**, **James Randolph**, **Owen Weichel** and **Nicky Hayden** are pictured in the newest edition of the famous book. For what? Apparently nothing. The fivesome are pictured heading down the Corkscrew at Laguna Seca during this year's 600cc Supersport race during the World Superbike weekend. The caption simply reads: "The first motorcycle race was staged in 1896. No doubt the riders in the first race would jump at the chance to ride on these machines."

Yamaha held a test session at the Suzuki Circuit in Japan recently, with Team Rainey riders **Jean-Michel Bayle** and **Norifumi Abe** being joined by Red Bull Yamaha's **Regis Laconi**. Abe ended up the quickest of the three, with both Bayle and Laconi crashing on the second day in wet conditions.

**Ron Cook** set a motorcycle land-speed record at the El Mirage Dry Lake in California on November 15 with a top speed of 195.103 mph on his unfaired 1976 1325cc Kawasaki KZ900. Cook also set the 1350cc-gasoline record of 181.742 mph.

The comeback by motocross star **Doug Henry** from his injuries will be featured on **CNN** on the Impact show (CNN and Time's weekly newsmagazine program) on January 4 at 9 p.m. (both Eastern and Pacific time). The show follows Henry on and off the track, highlighting the ups and downs of his career. The segment will be 10 minutes in length.

**Race Tech** is currently accepting resumes for the 1998 racing season. Motocross, off-road and road racing support programs are available. Resumes may be sent to Race Tech, 3227 Producer Way, Pomona, CA 91768, attn: race support.

BMW's recently introduced cruiser - the **R1200C** - will make its screen debut in the upcoming James Bond film, "Tomorrow Never Dies." The BMW appears opposite Pierce Brosnan in the 18th Bond film, which opens in theaters on December 19. Bond rides the bike during a chase scene through the streets of Bangkok and at one point jumps the R1200C from one building to another.

**Mission Yamaha** in Laguna Niguel, California, is hosting a motorcycle swap meet on December 13, featuring vendor booths from various manufacturers and aftermarket companies. For more information, call 714/582-0351.

In a surprise move, **Honda** is considering the launch of a **speedway engine**, which could be in action as early as next season, according to European sources. A production-based SLR650 has already seen 150 laps in testing at Sheffield, England, with no problems reported. The engines, which are said to put out approximately 50 horsepower on unleaded gasoline and weigh approximately 20 pounds more than the current 500cc Jawas and GMs in use, are intended to be a low-cost, entry-level or lower-division powerplant in Europe. Discussion has commenced on the possibility of standardizing ignition, carburetion and exhaust systems to create a level playing field that relies more on rider skill than tuning savvy. A curious development, indeed. Stay tuned.

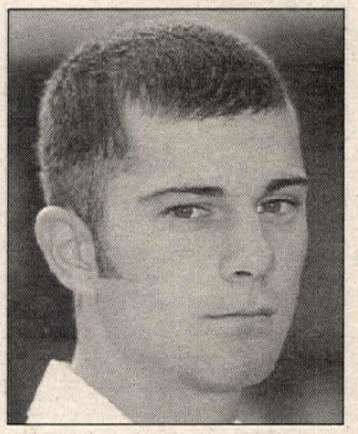
**MARRIED:** World Speedway Champion Greg Hancock, to his longtime sweetheart, Joanne Dews, in Maui, Hawaii, on November 28.

**OPENED:** The 1998 International Six-Day Enduro's home page on the World Wide Web. The site can be found at the following address: http://www-mugc.cc.monash.edu.au/~isde/

**OPENED:** Husqvarna USA's home page on the World Wide Web. The site can be found at the following address: http://www.husqvarnausa.com.

**AUTOGRAPH SIGNING:** At Hollink Motor Sports in Spencerport, New York, on January 31, from 11 a.m. to 1 p.m. Arenacross racers Denny Stephenson and Jeromy Buehl are scheduled to appear. For more information, call 716/352-1930. **CN**

# Lusk dominates Osaka Supercross



Ezra Lusk (Hon) once again dominated a round of the World Supercross Series in Osaka, Japan, on November 29. Lusk won both 250cc finals, with teammate Steve Lamson taking runner-up honors with 2-3 finishes.

Defending World Supercross Champion Jeff Emig (Kaw) had another subpar weekend, with a sixth-place finish and a DNF for ninth overall, while Jeremy McGrath (Yam) again struggled, with 5-4 results. McGrath was lucky to even make the finals by making his way through the last-chance qualifier after crashing out of his heat race.

The Osaka Supercross, which was the sixth round of the FIM World Supercross Series, got under way with Larry Ward (Suz) winning his heat, ahead of Emig, Mickael Pichon (Suz) and John Dowd (Yam). The second qualifier went to Lamson, with Kevin Windham (Yam) in second and Damon Huffman (Kaw) in third. McGrath won the last-chance qualifier.

For the rest of the evening, Lusk was in command, winning the first final over Lamson, Pichon, Dowd and McGrath, and winning the second from Windham, Lamson, McGrath and Ward.

Overall, Lusk won with a 40-point tally, ahead of Lamson (32), McGrath (24), Windham (24), Pichon (23), Dowd (23), Ward (20) and Huffman (17); Emig and Japanese rider Akira Narita (Hon) finished out with 10 points each.

In the series standings, Emig still leads with 151 points, followed by Huffman (142), Pichon (120), McGrath (111), Ward (88), Lusk (80) and Frederik Bolley (78).

The final round of the series is scheduled for December 6 in Geneva, Switzerland.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America's weekly motorcycle newspaper

**Volume XXXIV**

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 3505-M Cadillac Avenue, Costa Mesa, CA 92628. Periodicals Postage Paid at Costa Mesa, CA and at additional mailing office. Canada Post International Publications Mail #546615.

**POSTMASTER: Send address changes to Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084.**

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# VOICES
## LETTERS TO THE EDITOR

### And the horse you rode in on

We completely respect people's right to have a negative opinion of us and our web site. It's surprising to us that people involved in a sport that has always had to struggle against being judged unfairly feel comfortable judging others without knowing the whole story. The "Shoot Heroin" shirt that was referred to is a response to the current trend of heroin use being viewed as chic. It's intended to show how ridiculous that is by making a shock-value statement. How could anyone actually think that we would actively promote heroin use? The fact that the designer's brother perished from an overdose of heroin only goes to solidify our feelings about this issue. We are drug- and alcohol-free.

As far as not having any other way to call attention to ourselves: Well, you only have to look at the results columns to see that the people associated with us are doing plenty of that for us. And the tattoo-and-piercing set that one of the letter writers referred to should be welcomed in our sport - as anyone riding a motorcycle should be considered a brother, not an outsider.

So we will continue to go our own individualistic way, and will continue to make products that make people think twice and set themselves apart from the norm. Love us or hate us, the name remains the same - FAH-Q. Moto on.

**Russ Stratton**
**fahq1@aol.com**

### Defending dirt track

As a young boy growing up in the late '50s and early '60s, I watched my friends idolize their childhood heroes - Mickey Mantle, Roger Maris, Jim Brown, etc. They couldn't understand why my heroes were men they had never even heard of - Bart Markel, Carroll Resweber, Gary Nixon, Dick Mann, Ronnie Rall and my personal favorite, George Roeder. Many days were spent riding my bicycle around and around the local ball diamonds trying to broadslide it like Number 94.

Having stated all of this, I felt a strong need to respond to Jerry Jetton ("Voices," Issue #45, November 12) and his uncalled-for attack on Grand National Dirt Track and its fans. Mr. Jetton, an XR750 Harley-Davidson is far from being a chopper, and dirt track fans are very mature and knowledgeable motorcyclists. Speaking from experience (I have followed motorcycle racing of all kinds for almost 40 years), most of the people I know consider motocross to be a juvenile sport with juvenile fans. Most of the fans at the races are under 25 and don't even ride motorcycles.

As far as number plates go, I conclude that motocross racers don't even need numbers. Their fans could tell them by their latest hair color (purple and/or green seem to be big this year), their Nintendo 64-inspired helmet graphics, their glow-in-the-dark, pink-and-purple motorcycles, or their latest nose ring or body piercing.

Most of the Grand National riders I know can and do ride motocross just to stay in shape - yet I have never seen even one motocross racer so much as put a leg over a Grand National bike. It's a lot easier going over whoop-de-doos at 25-30 mph (the kids in my neighborhood do it all the time) than it is banging handlebars at 110 mph while going sideways.

Finally, Mr. Jetton, I don't know why you felt the need to attack dirt track racers and their fans. But if you can't appreciate the talent, skill and courage it takes to race one of these machines, then you, sir, don't know a hill of beans about motorcycling. Stick to your foo-foo motocrossers - you couldn't handle a man's sport.

**Carl Skaggs**
**Sandusky, OH**

*Now, now, boys - calm down... Editor.*

### Kocinski - the final word

In response to the negative comments regarding John Kocinski: Regardless of what people may think of John Kocinski's personality or his alleged lack of racing etiquette, one thing for certain is true: I, for one, would much rather be called World Champion than Mr. Well-Mannered Runner-up.

**Don Munkres**
**Roseburg, OR**

### Two more votes

We are writing in support of the recent letters: Make that two more votes in favor of the return of AMA Supercross to New England. For the past two seasons, we have taken time off from work, reserved a hotel room and made a trip out of driving down to Charlotte, North Carolina, to see a race. This year, we had only a weekend to do it.

It is clear that there is a large, loyal fan base up here - made all the more obvious by the attendance at the Southwick, Massachusetts, motocross races. It would be so nice to be able to support your favorite rider (Mr. McGrath) without having to break out the AAA book each year.

**Randy and Kristin Frank**
**Groton, CT**

### Enzo fan

Several weeks ago, I read the *Cycle News* test of the 1998 Kawasaki KX250. In the test, your riders liked the shorter rear shock on the '98. Later, I read the same thing in other publications. I own a 1997 KX250 and decided to try and find someone to shorten my shock.

In the *Cycle News* Quik Shop section, I found Enzo Racing Suspension Service that specializes in Kayabas. I phoned and talked to the owner, Ross Maeda, who happens to be a factory Kayaba technician, and he said, "No problem."

For $120, Ross shortened and completely rebuilt my shock using genuine Kayaba parts and fluid. My bike now works great, as I have the lower center of gravity of the '98 model. I thought it was a bargain and decided to pass it on. Now if someone knows how to get my '97 to run like a '98...

**Ross Termin**
**Signal Hill, CA**

### Thanking Big Bird

I would like to thank Larry Ward for giving me a great and successful 1997 season. It's been a pleasure working with you this past year and I will miss those days in 1998. I hope '98 is a great year for you on your new Suzuki and I wish you the best.

Keep up the hard work and the results will continue to come. I would also like to thank Phil, Erik, Danny, and all of our 1997 sponsors for all their hard work and support.

**Marshall Plumb**
**Troy, OH**

*Plumb was Larry Ward's race technician during the 1997 racing season... Editor.*

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*Issue #49 December 10, 1997*

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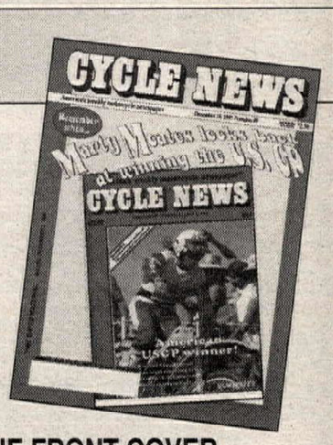


## ON THE FRONT COVER

Looking back... Marty Moates was featured on the cover of *Cycle News* in 1980 for winning the 500cc U.S. GP. Eric Johnson takes us back for another look at that memorable day.

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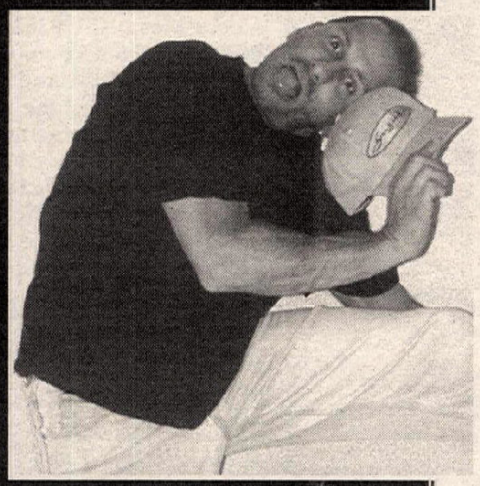
Racing continues on MotoWorld with events like the AMA Arenacross Series, the Grand Prix of Mexico, and the Super TT at Buttonwillow. Plus, the L.A. to Vegas DualSport and more profiles of your favorite racers! Then, as 1997 comes to a close, don't miss the Best of MotoWorld as we review the top stories of the year. Remember the year that was, on MotoWorld!

Ricky Carmichael will carry the number one plate in the 125cc class. Jeff Emig will once again carry the number one plate in the 250cc class. Jeffro will also carry the number one plate in Supercross next season for the first time in his career. Kevin Windham earned the plate in the 125cc West Supercross, while Tim Ferry took it in the 125cc East Supercross Series. The coveted title of Champion belongs to only a handful of men in 1998. Watch them earn those titles again by watching the 1997 season. It's history all over again!



MW2 Rev It Up goes to Key West, Florida, to take on the Superboats. Faster then a speeding marlin, more powerful than a killer whale, capable of leaping higher than the tallest Tsunami. It's Superboats! Jerry goes behind the scenes with Champion, Matt Alcone and Argentina Senator and racer, Daniel Scoli. Then, it's off to the U.S.A.R. Jackaroo Pro Cup finals. They're the coolest and the sleekest of the high powered racing cars and Bernardo gets to sit in one. Finally, it's the final show of the season as we review the top ten shows of 1997. Join us to relive the laughs , the fears, the victories and the tears (caused by pepper-spray) on MW2 Rev It Up!

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| Date | Eastern Time | Description |
|---|---|---|
| 12/1/97 | 3:00 AM | MW2 Rev It Up (R) |
| 12/2/97 | 5:30 AM | MotoWorld (R) |
| 12/6/97 | 12:00 PM | MotoWorld |
| 12/6/97 | 11:00 PM | MotoWorld (R) |
| 12/10/97 | 2:30 AM | MotoWorld (R) |
| 12/11/97 | 7:00 PM | MotoWorld |
| 12/13/97 | 12:00 PM | MW2 Rev It UP |
| 12/14/97 | 8:30 PM | MotoWorld (R) |
| 12/15/97 | 4:30 AM | MW2 Rev It Up (R) |
| 12/17/97 | 2:30 AM | MotoWorld (R) |
| 12/19/97 | 7:00 PM | MotoWorld |
| 12/20/97 | 12:00 PM | MotoWorld (R) |
| 12/22/97 | 3:00 AM | Los Angeles, CA Supercross (R) |
| 12/23/97 | 4:00 AM | MotoWorld (R) |
| 12/23/97 | 3:00 PM | Houston, TX Supercross (R) |
| 12/24/97 | 3:00 PM | Tempe, AZ Supercross (R) |
| 12/26/97 | 7:00 PM | MotoWorld |
| 12/26/97 | 3:00 PM | Seattle, WA Supercross (R) |
| 12/27/97 | 12:00 PM | MotoWorld (R) |
| 12/27/97 | 5:00 PM | MW2 Rev It Up |
| 12/29/97 | 12:30 AM | MW2 Rev It Up (R) |
| 12/30/97 | 2:30 AM | MotoWorld (R) |
| 12/30/97 | 3:00 PM | Indianapolis, IN Supercross (R) |
| 12/31/97 | 3:00 PM | Atlanta, GA Supercross (R) |

## THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

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# Antunez speaks

"I think this Kawasaki fits me good," winner Palmer said. "It's real smooth, and I feel real comfortable and relaxed when I ride it."

"I'm glad I got second, but I'd rather get first," Goodman said of his finish. "I was uncomfortable with the ruts and was riding stiff, and I felt held back, like I was going slow."

"I made some mistakes and got nervous, but that's how it goes," Bogard said of his third-place finish.

Antunez grabbed the start of the 250cc final on his Answered-backed Primal Impulse/Bill's Pipes-backed Suzuki, but Pederson moved by on the next straight through the whoop section. On lap three, Antunez made the pass on Pederson at the end of the rockers and took back the lead.

By lap seven, the Neilsen/Thor/Smith-backed Josh Demuth was up to third after getting around Palmer, who tipped over in the whoops. Demuth, who has already made a name for himself this season, was looking very strong

**(Left) Reigning PJ1 National Arenacross Champion Buddy Antunez rebounded from his less-than-stellar performances at Des Moines by capturing both 250cc Pro main events at the Albany, New York, rounds of the series.**
**(Below) Cliff Palmer (2) dices with Brad Woolsey (10). Palmer won the 125cc Pro main event on Friday. Woolsey was 12th.**

**By Dave Deringer**
**Photos by Karl Ockert**

ALBANY, NY, NOV. 21-23

The PJ1 National Arenacross Series, presented by Thor and Parts Unlimited, made its second stop on the circuit at Pepsi Arena in Albany, New York, for rounds three and four, and reigning Arenacross Champion Buddy Antunez made a big comeback after a somewhat disappointing ride at the series opener in Des Moines, Iowa. In Albany, Antunez won both 250cc finals, putting himself right back in the series hunt.

Neilsen Kawasaki's Chad Pederson moved to within one point of series leader Cliff Palmer with a win in Saturday's 125cc final and two seconds in the 250s. Palmer, meanwhile, won Friday's 125cc main and came home second in the 250cc final, but he had one of his more disappointing nights Saturday with a seventh and a 12th.

The clay-based soil that was trucked in was wet from the early winter that hits New York every year, and rutted up very quickly, causing troubles for many riders.

### FRIDAY

Primal Impulse Suzuki's Charley Bogard grabbed the first holeshot of the night in the 125cc final, followed closely by Carrollton Kawasaki teammates Cliff Palmer and Grayson Goodman. Palmer moved around Bogard on the first lap and set sail for the win. Bogard rode well in the second spot for eight laps until the hard-charging Yamaha of Troy rider, Todd DeHoop, moved by at the end of the whoops. Bogard and Goodman settled into the third- and fourth-place positions for two laps; then those same whoops came back to haunt DeHoop, and he went over the bars. While DeHoop was picking up his bike, Goodman moved by Bogard and into the second-place position. About three seconds ahead was leader Palmer, who was riding smooth and fast and was pulling away. Bogard once again battled with Goodman but lost all momentum when he came up short on the double on lap 14. Palmer crossed the line for his second win of the young season, with Goodman and Bogard second and third, respectively.

until he made a big mistake on the 17th of 20 laps, when he cased the big double.

DeHoop, who was once again looking like the fastest rider on the ragged course, was right on the tail of Demuth, and he eventually pummeled the young Suzuki rider - and himself - upon landing off a jump. Both riders slowly

picked up their bikes as many riders passed them; among those riders were Palmer and Stephenson, who took over third and fourth, respectively.

Antunez crossed the line for his (and Suzuki's) first win of the year. Pederson and Palmer hung on to finish second and third, respectively.

"You can't win if you start in last," said Antunez of his seventh in the 125cc final, "but on the 250, I got the start, and I finally put it together."

"I almost went down again," said Palmer, who went down on the sixth lap but still managed a third-place finish, "but I got lucky when those two guys went down, and that's all a part of winning championships."

### SATURDAY

Goodman, Pederson and DeHoop were all at the front of the pack at the start of the 125cc final. Pederson made the pass on Goodman at the end of the whoops on lap two and never looked back. DeHoop was, once again, on a charge and moved into second on lap three.

Antunez, who was working his way up from a midpack start, also moved around Goodman into third on lap four. Pederson was pulling away from the pack on lap six as Antunez and DeHoop had a great battle, side by side, for several laps. Antunez made the pass into second; then Goodman was next to pressure DeHoop. Goodman also moved by several laps later and took over third. Demuth passed DeHoop in that same section and took away fourth from the Yamaha rider.

Pederson took his first win of the season and said, "It's a long series, and I want to stay consistent and be as close to the podium as possible."

"I saw 'Swap' (Pederson) out in front and was trying to make time on him; then my clutch went away," Antunez said of his second-place ride. "I was playing with my clutch adjuster but it took too long and I ran out of time."

The first few laps of the 250cc final were very similar to those of the 125cc final, as Goodman, Pederson, DeHoop and Palmer were all front-runners. Pederson again jumped out front through the whoop section, as Antunez was on the move. Palmer made a mistake in the tight right-hander before the double and lost many positions. Antunez and DeHoop were trading positions until DeHoop went down as a result of the battle.

Pederson looked strong out front for the first 11 laps, but Antunez was closing. On lap 14, Antunez chose to triple (while Pederson elected to double) and moved into the lead. Pederson did not give up, though, as he drove harder through the whoops and back into the lead a lap later. Antunez dived to the inside in the following turn and took Pederson high on the berm, executing a perfect block-pass back into the lead.

Antunez took his second win in as many nights, with Pederson crossing the line several seconds back. Goodman, who was third for most of the race, had heavy pressure from Tuf/Thor Honda's Jeromy Buehl with several laps remaining, and Buehl made the pass, capturing his first podium of the season.

"I rode more relaxed this weekend," said a happy Antunez. "I took my time passing everybody and didn't make any mistakes."

"My mechanic, Chris, and I have been working really hard on the bikes, and it finally paid off," said a mellow but happy Buehl. "I'm happy to be up here, and hope I can take this confidence to Rockford." **CN**

**(Above) Chad Pederson put his new Kawasaki on top of the podium for the first time in the still-young season. Pederson claimed the victory in Saturday's 125cc Pro main.**
**(Left) Jeromy Buehl made a late-race pass on Grayson Goodman to land on the podium with a solid third-place finish during Saturday's 250cc Pro feature.**

**Pepsi Arena**
**Albany, New York**
**Results: November 21-23, 1997**
**(Rounds 3 & 4 of 28)**

**Friday**

**125 PRO:** 1. Cliff Palmer (Kaw); 2. Grayson Goodman (Kaw); 3. Charley Bogard (Suz); 4. Chad Pederson (Kaw); 5. Denny Stephenson (Hon); 6. Jeromy Buehl (Hon); 7. Buddy Antunez (Suz); 8. Barry Carsten (Suz); 9. Jim Chester (Suz); 10. Josh Demuth (Suz); 11. Todd DeHoop (Yam); 12. Brad Woolsey (Kaw); 13. Tommy Clowers (Hon); 14. Tom Welch (Suz); 15. Travis Hodges (Kaw).

**250 PRO:** 1. Buddy Antunez (Suz); 2. Chad Pederson (Kaw); 3. Cliff Palmer (Kaw); 4. Denny Stephenson (Hon); 5. Brad Woolsey (Kaw); 6. Grayson Goodman (Kaw); 7. Todd DeHoop (Yam); 8. Ty Wallace (Hon); 9. Jim Chester (Suz); 10. Josh Demuth (Suz); 11. Travis Hodges (Kaw); 12. Jeromy Buehl (Hon); 13. Barry Carsten (Suz); 14. Charley Bogard (Suz); 15. Tom Hofmaster (Suz).

**DFC:** 1. Chad Pederson (Kaw).

**JUMP-OFF:** 1. Tommy Clowers (Hon).

**Saturday**

**125 PRO:** 1. Chad Pederson (Kaw); 2. Buddy Antunez (Suz); 3. Grayson Goodman (Kaw); 4. Josh Demuth (Suz); 5. Todd DeHoop (Yam); 6. Denny Stephenson (Hon); 7. Jeromy Buehl (Hon); 8. Charley Bogard (Suz); 9. Jim Chester (Suz); 10. Tom Welch (Suz); 11. Brad Woolsey (Kaw); 12. Cliff Palmer (Kaw); 13. Tom Hofmaster (Suz); 14. Tommy Clowers (Hon); 15. Ty Wallace (Suz).

**250 PRO:** 1. Buddy Antunez (Suz); 2. Chad Pederson (Kaw); 3. Jeromy Buehl (Hon); 4. Grayson Goodman (Kaw); 5. Josh Demuth (Suz); 6. Denny Stephenson (Hon); 7. Cliff Palmer (Kaw); 8. Barry Carsten (Suz); 9. Jim Chester (Suz); 10. Ty Wallace (Hon); 11. Charley Bogard (Suz); 12. Tom Hofmaster (Suz); 13. Brad Woolsey (Kaw); 14. Todd DeHoop (Kaw); 15. Tom Welch (Suz).

**DFC:** 1. Denny Stephenson (Hon).

**JUMP-OFF:** 1. Grayson Goodman (Kaw).

**AMA/PJ1 NATIONAL ARENACROSS SERIES POINTS STANDINGS (After 4 of 28 rounds):** 1. Cliff Palmer (124/2 wins); 2. Chad Pederson (123/1); 3. Buddy Antunez (119/2); 4. Grayson Goodman (114/1); 5. Denny Stephenson (99); 6. Jeromy Buehl (96); 7. Josh Demuth (90); 8. (TIE) Brad Woolsey/Jim Chester (81/2); 10. Charley Bogard (72); 11. Todd DeHoop (54); 12. Nick Wey (51); 13. Heath Voss (35); 14. (TIE) Tom Hofmaster/Barry Carsten (28); 16. (TIE) Ty Wallace/Cory Keeney/Travis Hodges (24); 19. Mike Katin (19); 20. Jimmy Gaddis (22).

Upcoming Rounds:
Rounds 5 & 6 - Rockford, Illinois, December 5-7
Rounds 7 & 8 - Fort Worth, Texas, January 2-4

## Briefly...

Two-time National Arenacross Series Champion **Jimmy Gaddis** sat out the Albany rounds due to a broken collarbone, suffered in a heat-race crash at Des Moines. Several sources say that he will be out of action for about four to six weeks. Gaddis may undergo surgery to have the bone pinned, and may be back in action as early as the next round in Rockford, Illinois.

The **top 12** riders in points at each round **automatically qualify** for the evening's program. All other riders race preliminary qualifiers in the afternoon to make it to the big show. At Albany, all the riders in the preliminaries qualified for the program, due to a lack of riders.

FMF/Honda rider **Scott Sheak** was on hand to watch the races at Albany, as he is a native of New York. "I just came off a hard three weeks of testing the '98s, and I came back to visit my family for Thanksgiving," Sheak said. "I live in California during the winter, and just come back here for a little vacation." Sheak said that the FMF/Honda team is looking really good, and that he will be at the GFI Invitational race in Perris, California, at the beginning of January. Sheak is set to race the AMA 125cc Eastern Regional Supercross Series.

The **1-900-PRO-RACE awards** went to **Charley Bogard** and **Buddy Antunez** in Friday's 125 and 250cc finals, respectively. **Grayson Goodman** bagged both holeshot awards on Saturday.

During Saturday night's jump contest, **Josh Demuth** came blazing out on the track, doing some of the jumps backward. He then went to the edge of the seats, dropped his bike and threw out several pairs of Smith goggles and his Thor jersey before riding back to the pits shirtless. The fans loved it, and so did **Drew Kuriger** and **Bob Maynard**, the Smith and Thor representatives who were present at Albany.

# The right start

**(Above) Team Honda's Ezra Lusk debuted his new ride in winning style at the Tokyo SX. The former Eastern Region 125cc SX champion had his way in both 18-lap main events. (Right) In his first appearance of the year as a Team Suzuki member, Larry Ward posted two strong runner-up finishes. Making Ward's rides even more impressive was the fact that he had fewer than 10 rides on the new bike.**

**By Donn Maeda/MXracer Magazine**

TOKYO, JAPAN, NOV. 23.

Ezra Lusk might have sat out the first five rounds of the FIM World Championship SX Series, but when the quiet Georgian finally decided to show his face, it was a victorious affair for the new Team Honda rider. Before the sixth round of the off-season tour, rumors of Lusk's exceptional speed aboard his new ride circulated through the motocross industry. Needless to say, Lusk lived up to all of the high expectations placed upon him.

"This was my first big race on a Honda," said Lusk, after easily winning both 18-lap main events. "I was a little nervous, but at the same time I was anxious to see how I would stack up against the other guys."

Lusk's dominant performances came at the expense of South Carolina's Larry Ward, who, coincidentally, was also making his debut ride aboard a new machine. Having spent the last few seasons (as well as the first four rounds of the World SX Series) aboard a Honda of Troy CR250R, Ward showed up aboard a brand-new factory Suzuki RM250 and turned in a pair of runner-up finishes on the unfamiliar machine.

"Before tonight, I had only ridden the new Suzuki a handful of times," said Ward, "and all of those times were at the Suzuki test track, which is dry and hard-packed. I didn't really know what to expect over here, but so far it looks good."

Ward's reference to the dry Suzuki test track was to emphasize the unfavorable track conditions that greeted the racers in Tokyo. Steady rains in the days preceding the event transformed the Dirt Wurx-built course into a quagmire. The course was so muddy, all of the Americans elected to pass on Saturday's free practice sessions. Surprisingly, the skies cleared for Sunday's event and, with the help of 60 tons of cement mix, the track was whipped into raceable condition. Still, deep ruts and an unpredictable track surface presented a challenge to all who participated.

Rounding out the top three was the "king" of adverse conditions: Yamaha's John Dowd. The "old man" of American motocross turned in steady 4-5 moto finishes to nab the final podium position.

"I wasn't spectacular out there, but I guess I got the job done," said Dowd, who was also competing in his first race since the Steel City National finale. "I got pretty pumped up out there. As a matter of fact, I was pumped up from the first lap!"

Pumped up or not, Dowd managed to avoid the bad luck and inopportune crashes that haunted the rest of the American stars.

Defending U.S. and World SX Champion Jeff Emig hit the ground several times and struggled with an ill machine en route to an uncharacteristic ninth-place finish.

Jeremy McGrath, meanwhile, displayed excellent speed, but parted company with his Chaparral Yamaha no less than five times. The four-time SX Champ was seventh overall.

Other riders who sampled the Japanese soil included Kevin Windham, Damon Huffman, Steve Lamson and Tim Ferry.

### HEATS

Two six-lap heat races would transfer the top nine riders from each division directly to the main event. The remaining riders would compete in a last-chance qualifier that offered only three final tickets to the main. All of the Americans made it on their first try.

Emig dominated the first heat race, grabbing the holeshot and never looking back as he raced off with a seemingly easy win. Lusk suffered a mediocre start and dillydallied around in third before moving into second and closing the gap on Emig in the closing stages. Frenchman Mickael Pichon was a solid third, ahead of a poor-starting Windham and Noleen's Tim Ferry.

"I was a little tight at first, but the track wasn't as bad as I thought it might be," said Emig. "Still, you have to stay on your toes, or it will bite you. I got out front and eased up a little; that's why Yogi caught up at the end."

After suffering a miserable start, McGrath sliced his way past at least nine other riders and took over the lead in a mere 2 1/2 laps. Once in front, McGrath looked like the Showtime of old as he extended his lead over former teammate Lamson. Disaster struck with only a few corners to go, however, as McGrath clipped a huge rock in a rut and lost his front end. The champ hit the ground hard, but picked it up in time to salvage fifth and a direct transfer to the main. Lamson was more than happy to inherit the lead and subsequent win, while Huffman and Ward followed at a distance.

"I felt great out there," said McGrath. "Then all of a sudden, 'Boom!' I hit a rock and got spit off. The track is pretty gnarly; the ruts are gonna get deep and there is still some mud in the landing areas."

"I was happy with second, but I came around a corner and Jeremy was sitting there on his head," said Lamson. "I'll take it."

Wild man Ryuchiro Takahama scored the LCQ win over Kenji Suzuki and Takateru Atsuta.

### FINAL ONE

Windham stormed into the lead early in the first 18-lap final, and led Dowd, Lusk and Ward. Emig found himself on the ground and in last place after a run-in with Dowd over the first step-up obstacle.

"I was about third or so, and I hit the first jump on the right side of Dowdy," said Emig, who was visibly shaken afterward. "John jumped right over into my line and I ended up on my head. He didn't do it on purpose; that was just racing. I hit my head pretty hard and I was dazed for a while. The front of my helmet was all tweaked."

Battered and beaten down, Emig could only catch back up to ninth.

Windham looked strong as he led the 21-rider field, but his arms failed him as the laps wore down.

"This was my first race of the off-season, and I just felt tight from the start," he said. "I couldn't get into a rhythm and I pumped up bad."

Windham and his inflated forearms would eventually end up third. Lusk was the first to strike, and once into the lead, the Honda rider extended his lead with each passing lap.

(Left) Tall, lanky Damon Huffman was unable to put his height to good use on the muddy, rutted course. The Kawasaki rider was fourth.
(Below) Kevin Windham looked exceptionally fast at the start of race one, but nerves got the best of him and he ended up fifth overall.

"I got out front and put my head down and cranked out five or six hard laps," said Lusk. "The next thing I knew, I looked up at my mechanic (Mike Gosselaar) and he held up a sign that said 'Plus 12 seconds.' At that point, I set it on cruise control and started single-jumping some of the gnarly obstacles."

Ward was the next to zip past Windham and, along with Lusk, was one of the only riders who looked smooth on the brutal course.

"I had a couple of areas where I was making my passes," Ward said with a smile, "but I can't tell you about them until after the second moto."

Dowd rode an uneventful race to finish fourth, ahead of Ferry and McGrath. McGrath was as high as fourth after suffering another miserable start, but was cleaned off his machine when Pichon looped out in the whoops in front of him.

"I was going good, but 'Pecan' flipped in the whoops and I hit his bike," said McGrath. "I got up and got going good again - back up to fourth - but then I fell again in a corner."

Perhaps the American who hit the mat the hardest, however, was Lamson. The two-time 125cc National Champion ran fourth through most of the race, but landed on a helmet-sized rock and was spit violently off his machine.

"I just lay there for a while, it hurt so bad," said Lamson, who eventually stood up and hesitantly checked inside his leathers for damage. "I didn't even expect to crash, it happened so quick. I had a stomachache afterward and I had to pull off."

Takeshi Koikeda was the top Japanese rider, rounding out the top 10.

### FINAL TWO

Huffman grabbed the holeshot in the second final and looked strong as he pulled out a slight lead over the rest of the field. Like Windham in the first race, however, Huffman began to pump up and eventually faded to third.

"I felt good at first, but the track was so bad that it caused me to tighten up," said Huffman. "The ruts were bad, and the track surface was really uneven and unpredictable. The dirt is really soft and it eats up your momentum."

This time, it was McGrath's turn to step off his machine in the early going, and the popular American did so in grand fashion.

"I was right inside of Huffman at the start; I was stoked," he said. "I cut inside him in the first couple of turns and hit that step-up pretty fast. My back end spun out under me and I did a doughnut in the air and high-sided when I landed. After that, I crashed two more times. The track was gnarly!"

Just as he had in final one, Lusk sliced through the field and into the lead before the race was half over. Once out front, he set sail and cruised to another convincing win. Likewise for Ward, who ran down everyone but the fast-disappearing Lusk.

"I felt like a hero out there," said Ward, "but if I was a hero, what would you call Lusk? But you know what? You can't judge anything from this race. The track was messed up."

Huffman held on to third, while Pichon and Dowd crossed the finish line side by side. They were so close, it took several hours to officially decide who had scored fourth. It was Pichon.

"The track was very difficult," said Pichon. "It was impossible to make even one lap without a mistake. I had a bad crash in the first race, but I felt better in race two."

Emig came home sixth, ahead of Lamson, McGrath and Windham.

"I started in the middle of the pack and I just stayed there," said Emig, who seemed disgusted with his evening. "I just wasn't on tonight."

"I was up about fourth, but I crashed and lost motivation" admitted Windham. "The track made it really hard to get excited about riding."

Ferry had a close encounter with a Japanese lapper and ended up 10th.

"I was battling with Pichon and I landed on a lapper," said Ferry. "It was pretty hairy, but neither of us got hurt."

Works Honda rider Yusuke Sasaki was 11th, and earned top Japanese honors with his 10th overall ranking. CN

**Chiba Marine Stadium**
**Tokyo, Japan**
**Results: November 23, 1997 (Round 6 of 8)**

**HEAT 1 (6 laps, 18 riders, top 9 transfer):** 1. Jeff Emig (Kaw); 2. Ezra Lusk (Hon); 3. Mickael Pichon (Suz); 4. Kevin Windham (Yam); 5. Tim Ferry (Yam); 6. Takeshi Koikeda (Yam); 7. Akira Narita (Hon); 8. Yuichiro Kawashima (Yam); 9. Hisashi Tajima (Yam); 10. Takateru Atsuta (Suz); 11. Tatsuhide Katahira (Kaw); 12. Shin Ouchi (Yam); 13. Kenichi Shirota (Kaw); 14. Okitsugu Ukegawa (Kaw); 15. Kenji Kokuryu (Kaw); 16. Kenta Shimoi (Suz); 17. Kiyoshi Saai (Hon); 18. Shunku Takami (Kaw).
**Time:** 4 min, 48.02 sec.

**HEAT 2 (6 laps, 18 riders, top 9 transfer):** 1. Steve Lamson (Hon); 2. John Dowd (Yam); 3. Damon Huffman (Kaw); 4. Larry Ward (Hon); 5. Jeremy McGrath (Yam); 6. Craig Anderson (Yam); 7. Yoshitaka Atsuta (Hon); 8. Hiroshi Nakayama (Hon); 9. Yusuke Sasaki (Hon); 10. Tadakazu Ohtsuta (Suz); 11. Taichi Kugimura (Yam); 12. Shinobu Idehara (Suz); 13. Ikki Morita (Suz); 14. Naoki Serizawa (Hon); 15. Ryuchiro Takahama (Hon); 16. Kenji Suzuki (Yam); 17. Kenjiro Tsuji (Kaw); 18. Tomohiro Shibayama (Suz).
**Time:** 5 min., 1.25 sec.

**FINAL 1 (18 laps, 21 riders):** 1. Ezra Lusk (Hon); 2. Larry Ward (Suz); 3. Kevin Windham (Yam); 4. John Dowd (Yam); 5. Tim Ferry (Yam); 6. Jeremy McGrath (Yam); 7. Mickael Pichon (Suz); 8. Damon Huffman (Kaw); 9. Jeff Emig (Kaw); 10. Takeshi Koikeda (Yam); 11. Yusuke Sasaki (Hon); 12. Ryuchiro Takahama (Hon); 13. Craig Anderson (Yam); 14. Kenji Suzuki (Yam); 15. Akira Narita (Hon); 16. Yoshitaka Atsuta (Hon); 17. Hiroshi Nakayama (Hon); 18. Yuichiro Kawashima (Suz); 19. Hisashi Tajima (Yam); 20. Takateru Atsuta (Suz); 21. Steve Lamson (Hon).
**Time:** 14 min., 58.63 sec.

**FINAL 2 (21 riders, 18 laps):** 1. Ezra Lusk (Hon); 2. Larry Ward (Suz); 3. Damon Huffman (Kaw); 4. Mickael Pichon (Suz); 5. John Dowd (Yam); 6. Jeff Emig (Kaw); 7. Steve Lamson (Hon); 8. Jeremy McGrath (Yam); 9. Kevin Windham (Yam); 10. Tim Ferry (Yam); 11.Yusuke Sasaki (Hon); 12. Craig Anderson (Yam); 13. Akira Narita (Hon); 14. Ryuchiro Takahama (Hon); 15. Yoshitaka Atsuta (Hon); 16. Hisashi Tajima (Yam); 17. Kenji Suzuki (Yam); 18. Takeshi Koikeda (Yam); 19. Hiroshi Nakayama (Hon); 20. Yuichiro Kawashima (Suz); 21. Takateru Atsuta (Suz).
**Time:** 14 min., 37.37 sec.

**O/A:** 1. Ezra Lusk (Hon); 2. Larry Ward (Suz); 3. John Dowd (Yam); 4. Damon Huffman (Kaw); 5. Kevin Windham (Yam); 6. Mickael Pichon (Suz); 7. Jeremy McGrath (Yam); 8. Tim Ferry (Yam); 9. Jeff Emig (Kaw); 10. Yusuke Sasaki (Hon).

Upcoming Rounds:
Rounds 7 & 8 - Geneva, Switzerland,
December 5 & 6

## Briefly...

When asked if he remembered the way **Rick Johnson** took off when he switched from Yamaha to Honda, **Ezra Lusk** replied: "Oh, yeah, I remember. We're hoping that the same thing happens all over again. I love my new bike and I feel more confident than I ever have. I am in the best shape of my life, and all of this hard work will pay off as soon as the season starts." Lusk's new mechanic is Steve Lamson's former wrench, **Mike Gosselaar**. Lamson's mechanic for '98 will be **Dan Betley**, formerly of Honda of Troy and Showa.

At the Japan SX, **Steve Lamson** and **John Dowd** both sported brand-new Arai helmets which were delivered to them straight from the factory. For '98, the Arai one-piece helmet has been streamlined considerably and no longer has the appearance of an astronaut's helmet. "I like it a lot better," said Dowd, nodding his head in approval. Jeremy McGrath's Chaparral Yamaha mechanic, **Randy Lawrence**, nearly had as big a Japanese following as his rider. Lawrence, a former professional downhill mountain-bike racer, was a favorite among the Japanese spectators on hand.

Yamaha imported **Jim Holley** and **Jean-Michel Bayle** for a special YZ400F four-stroke demonstration. Along with Japanese rider **Takeshi Koikeda**, Bayle and Holley took to the track to complete two separate intermission shows. Unfortunately, the demos were tainted. In the first, Bayle cased the triple and stalled his machine. The former SX, 250 and 500cc National Champion was unable to restart the machine by himself, and tried in vain for several minutes before a Yamaha employee came to his rescue. In the second, Koikeda elected to pass and prepare for his race; one of the Japanese mechanics threw on some gear and took his place. He cased the triple, crashed violently, and was taken off the track on a stretcher with a broken shoulder. The crash gave new meaning to the term "thumper."

# Beginning the fight early

By Paolo Gozzi
Photos by Fabrizio Porrozzi

ALBACETE, SPAIN, NOV 17-20

Defeat by Honda has forced Ducati to increase its efforts in an attempt to get the World Superbike Championship title back in 1998. The development program of the 916, which won the title for three years but was dethroned by Honda and John Kocinski in 1997, has gotten under way much earlier than in years past. Just one month has passed since the final round of the series, and a full 17 weeks remain before the opening 1998 round in Indonesia.

The scene for the Italian factory's first winter test was Spain's Albacete circuit. The Ducati Corse squad was there with confirmed riders Carl Fogarty and Pier-Francesco Chili, as well as Australian Troy Corser, the 1996 World Champion who has returned to Ducati after his abortive stint with the Promotor team that collapsed halfway through the season.

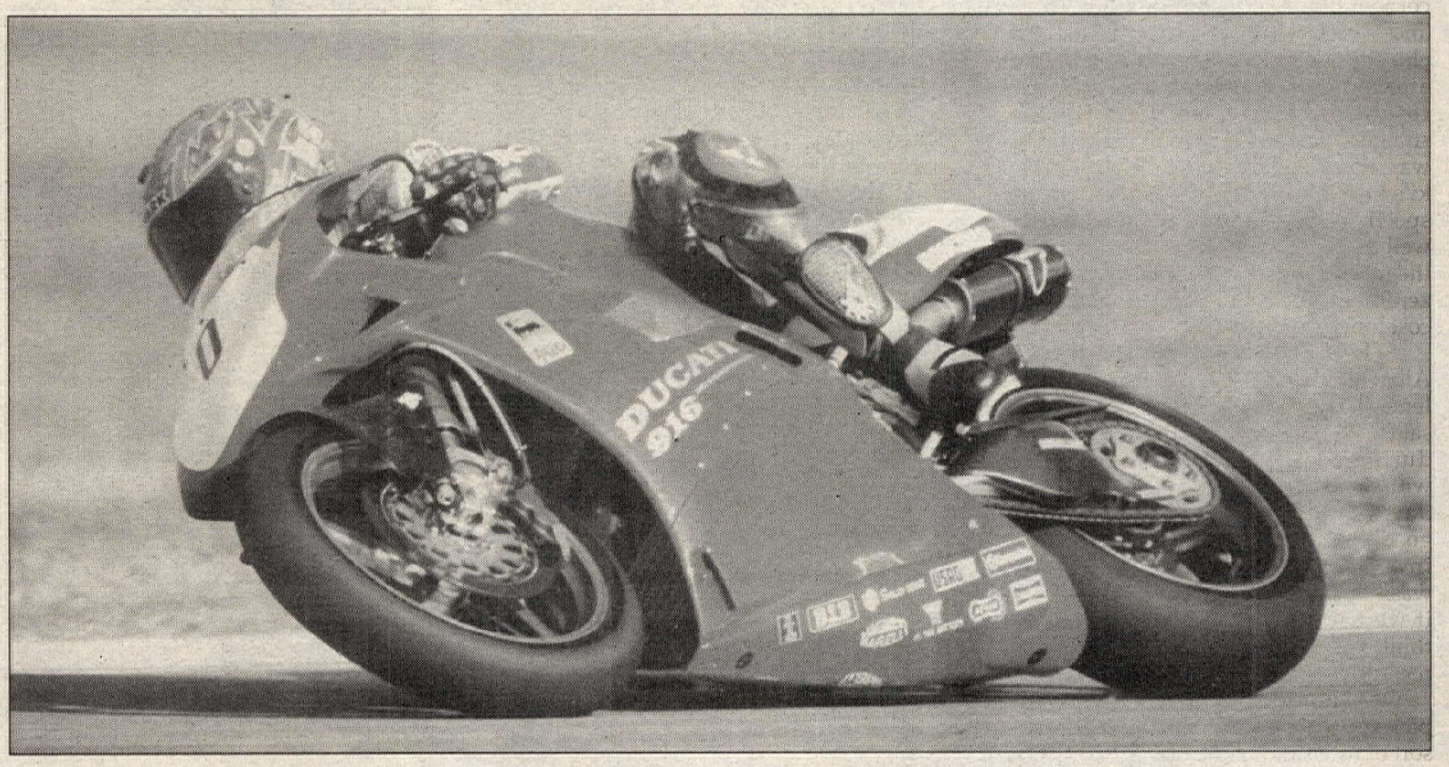
Engineers from Ducati's research-and-development department, led by technical director Claudio Domenicali, organized the tests to analyze the behavior of the '97 version of its factory superbike in extreme conditions, attempting to discover the origins of the handling problems that Fogarty and Chili complained of throughout the season. The aim was to analyze useful data in order to channel the development of the '98 bike in the right direction. While work in Spain concentrated principally on the bikes used during 1997, a new version was brought to Albacete and tested by Chili.

The choosing of Albacete as a testing venue was not entirely casual. Ducati returned to the circuit where the team had the worst problems last year - Fogarty fell twice at the late-season round, virtually handing the championship to Kocinski and Honda.

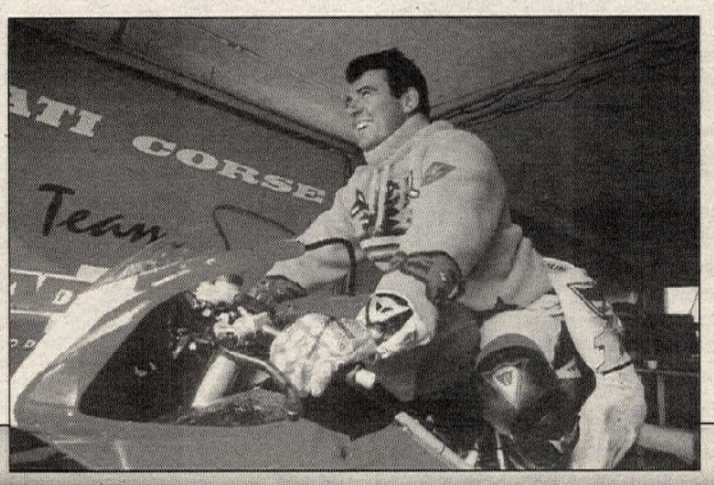
The tests, which began on Monday, November 17, and which concluded three days later, were, however, hit by bad weather. During the week, the area of La Mancha-Castilla that surrounds the track saw heavy rain, high winds and early-morning fog. Riders and engineers therefore had to work in somewhat less-than-perfect conditions.

From a sporting point of view, the most interest revolved around Corser's return to Ducati and World Superbike racing. It was a traumatic return, with Corser having crashed after just five laps and slightly injuring his right hand, an injury that prevented him from continuing Monday's testing program. Ducati tried to cover up the incident, counting on the fact that the test was taking place behind closed doors - but the news leaked out anyway.

Corser returned to the track the next day, completing just 18 laps before rain interrupted the session. On Wednesday, the bikes remained in the garages until 1 p.m., due to high winds. Corser then did 21 laps, setting a time of 1:34.27. His performance improved on Thursday, with a 1:32.50 - a time which was a long way from his own lap record of 1:31.714 set on a Ducati in 1996, during his victory at the Spanish round.




**Carl Fogarty and the Ducati factory racing team led by Virginio Ferrari began the winter test program early this year. Fogarty (above) was fastest at the test session in Albacete, Spain. They were primarly trying to find the source of the handling problems suffered by the team this year.**

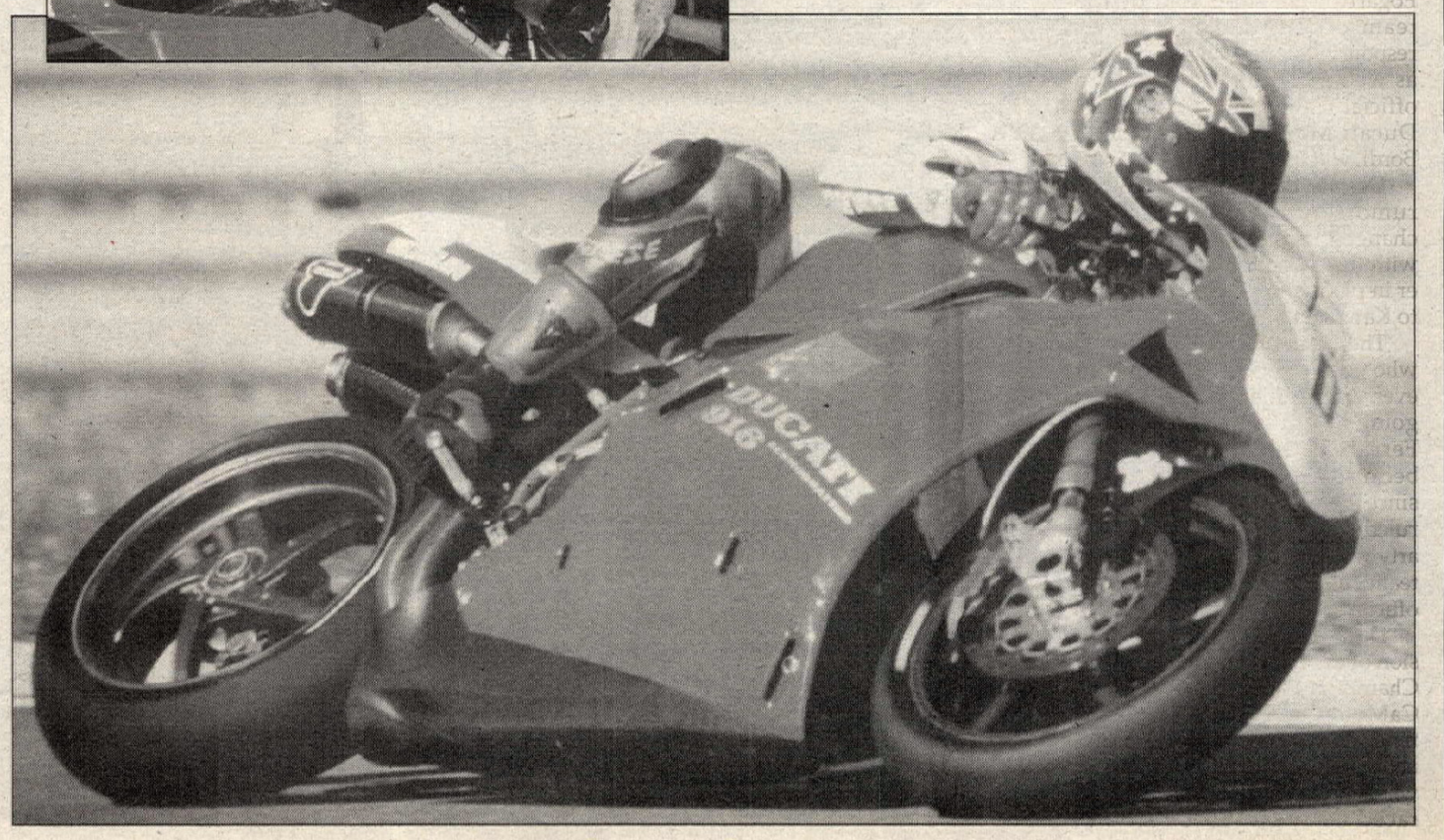



**(Left and below) Yamawho?: A smiling Troy Corser took part in his first test of the Ducati superbike. It could have gone better - he crashed, unhurt, after five laps on the first day of the test.**

This fantastic time was not even bettered by two-time winner Kocinski this year. The Honda rider's fastest time was 1:32.334, while the fastest race lap went to Simon Crafar, who turned a 1:32.258.

"I wasn't riding at 100 percent because the wind and the cold caused too many problems," Corser said, "but I could see that we could get down easily to the 1:31 mark. I tried a number of different setups and gear ratios, and managed to get dialed into the bike. In these past few months' layoff, I kept fit, but no training can substitute actually getting on a bike. In the next few weeks, I'll be getting a production 916 in Australia and I'll be practicing near my home."

Fogarty was the quickest at the end of each day and covered 173 laps. The British ace set a superb 1:32.10, a time



which improved on his personal best of 1:32.723 set during the race this past season shortly before he crashed.

"I mainly tested the '97 bike, with different setups which made it less nervous and easier to ride," Fogarty said.

Often during the season, Fogarty complained about the reactions of the bike, which was reluctant holding the cornering line in medium-radius curves and which handled badly in the slow chicanes. The bad-handling problems affected corner exits as well and, as a result, top speed in the following straights. Fogarty's Ducati, for example, was almost always slower than Kocinski's and Aaron Slight's Hondas in top speed. With a lot of time available, as well as being away from the tension of the races, Fogarty appeared to be able to zero in on the root of the problems that cost him a third title.

"The fact that we did the tests at Albacete, where I had the most problems, has been a great help," Fogarty said. "We managed to compare the data during qualifying and the two races with those accumulated during the four-day test. I'm sure we've done a lot of good work in view of the battles ahead in '98. It was a shame the weather wasn't better. If it had been warmer and if we had had more time available, I think we could have got under the lap record."

On Thursday, Fogarty, who also picked up a cold in Spain, carried out a sort of race simulation, doing 16 consecutive laps. His total time was two seconds less than he obtained over the same distance during the first race in September.

Ducati engineers gave the latest evolution of the 916, in pre-'98 configuration, to Pier-Francesco Chili. The Italian rider set a fast time of 1:33.32 at the end of the second day's testing. During one of the races at the circuit, Chili had set a time of 1:32.758.

"I mainly tested the evolution version and worked a lot on suspension setup," Chili said after doing a total of 160 laps. "The bike is powerful and easy to ride, and it was a shame not to have been able to push harder, due to the bad weather. I also have to admit I wasn't in the best of physical condition because of a swollen wrist which prevented me from riding smoothly."

On this occasion, Corser, Chili and Fogarty were supported by the AD-VF team of Virginio Ferrari, who was responsible for getting the bikes to Spain, as well as circuit logistics. The second official team - which, as confirmed by Ducati Managing Director Massimo Bordi, will be Gattolone - was absent.

Despite the various negotiations and rumors, nothing has fundamentally changed in the Ducati lineup for 1998, with the exception of the return of Corser in place of Neil Hodgson, who moved to Kawasaki's World Superbike team.

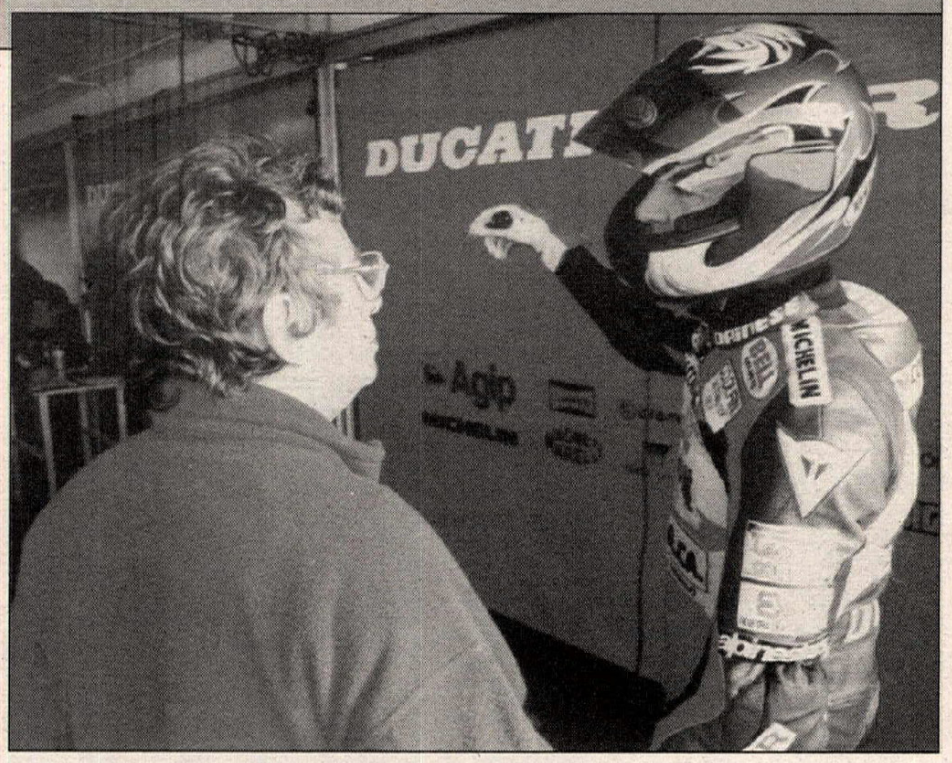
The Italian factory still has to decide who goes where on the two teams, however. At first it appeared that Corser was going to Gattolone, but team manager Ferrari is against this option. And because Chili has raced for Gattolone since 1995, his returning there can't be ruled out. In this case, Corser and Fogarty would therefore be on the "internal" team run by Ferrari. But there is still no official confirmation of this.

Ducati also brought an evolution version of the 748 for World Cup Supersport Champion Paolo Casoli to try. The GioCaMoto team rider, who has already renewed his contract for '98, complained about the lack of power from the engine, which he said was worse than the one he raced last year. Casoli's best time of 1:37.60 was set at the end of day one, and it was a long way from his record of 1:35.476, set during the Albacete race in September.

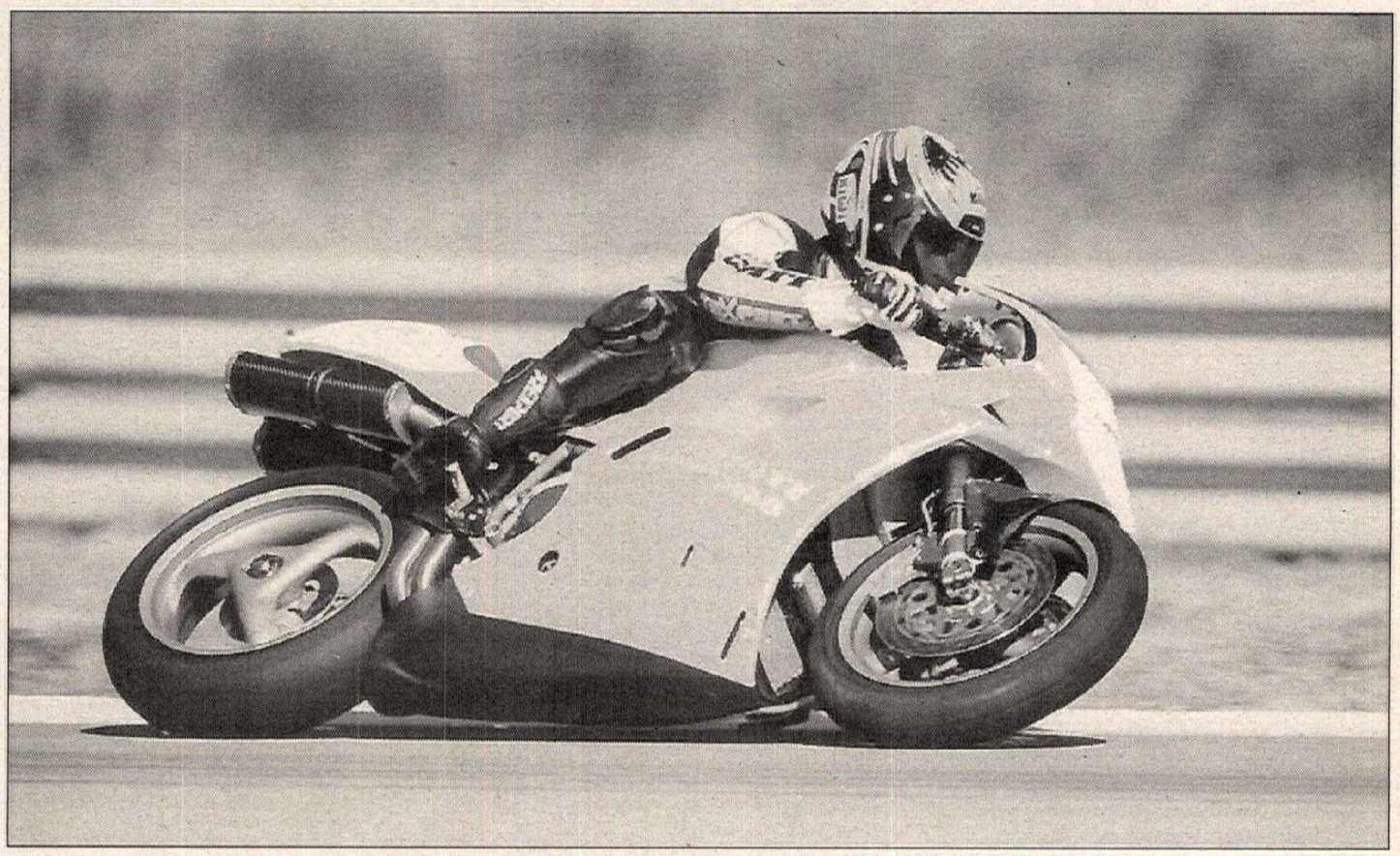
"I can't understand why Ducati gave me such a slow bike," he said, controversially, as soon as he returned to Italy. "The 748 evolution had about 10 bhp less than the bike this year, according to the engineers, and we didn't manage to get any valid feedback regarding handling, or on the new Pirelli tires we brought specifically to test."

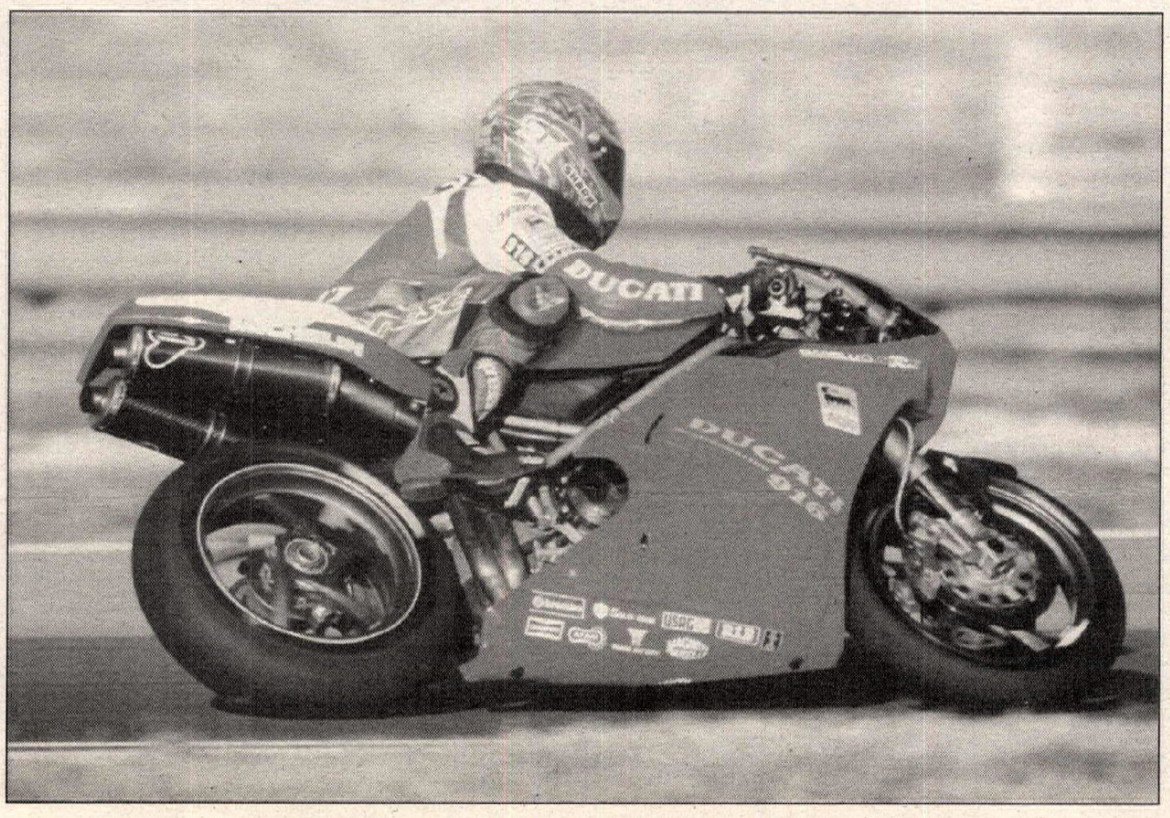
Casoli interrupted the test session on Wednesday. Team GioCaMoto will test again in the next few weeks at Rijeka, with the new-generation Pirelli tires.

Because of the bad weather conditions, Ducati wanted to extend the test by a day and had booked the circuit for Friday, November 21. But another downpour forced riders and engineers to stay in the hotel. It was decided to move to Jerez, in southern Spain, in search of some real Iberian sun, which at Albacete was just a dim memory. CN



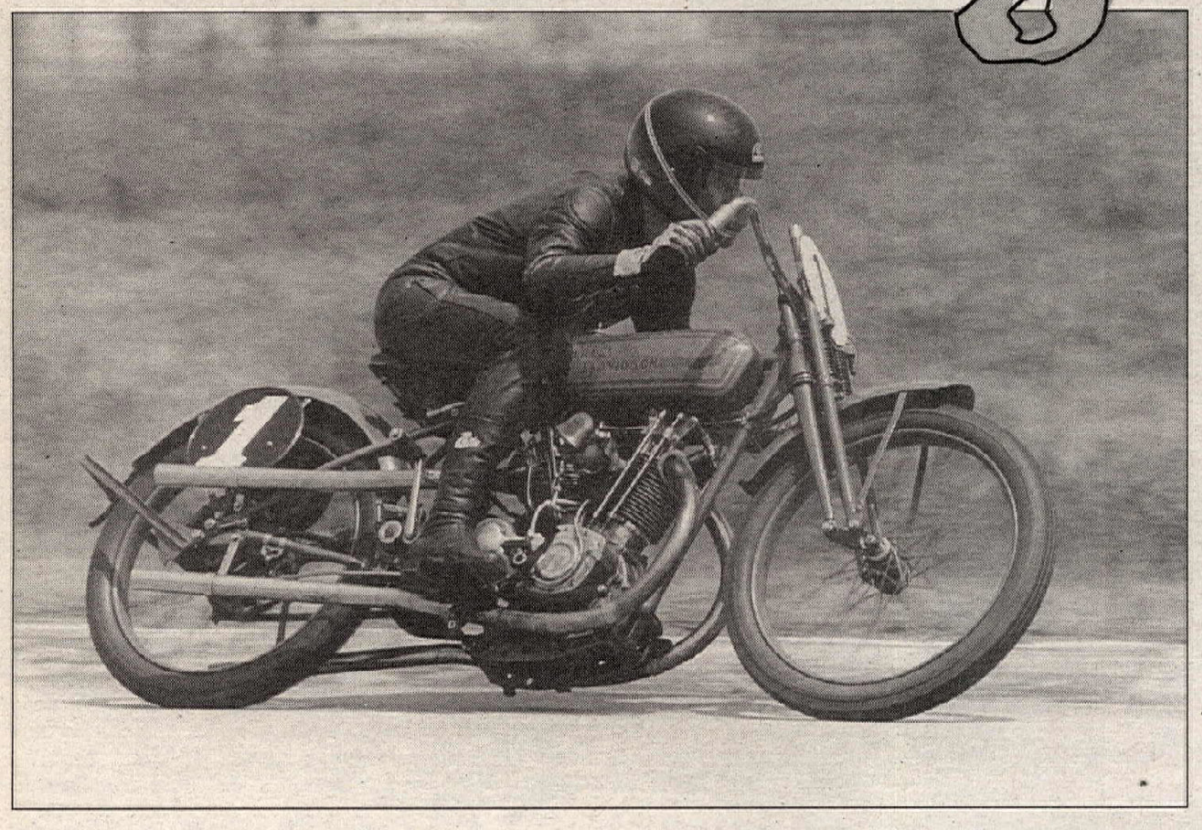

**(Above) Pier-Francesco Chili was on hand, testing a pre-'98 version of the 996 race bike.**






**(Above) World Supersport Champion Paolo Caoli complained of a lack of power from his "evolution" version of the 748, and halted testing early.**
**(Left) Fogarty was able to improve lap times over what he achieved during the races at the Spanish circuit earlier this year.**

# Vintage VR



**Early Harley-Davidson racers like this 1924 1000cc, eight-valve racer set the standards of the era. Designed to be raced on the boards and flat tracks of pre-World War II America, the Harley featured many innovations.**

**By Alan Cathcart**

Of all the racing motorcycles ever built, the American V-twins of the 'teens and '20s are unquestionably the most rakish. Lean yet meaty, lithe yet muscular, they exuded speed and performance by the standards of the era. If ever a motorcycle looked to be doing 100 mph while standing still, it was the archetype American Racer from whose spindly frame, close-coupled wheelbase and brawny 61-cubic-inch (1000cc) V-twin engine evolved a species of superbike whose like was not seen again until the end of the Swinging '60s. Yet, at the same time, these early Americans possessed a degree of mechanical sophistication quite unmatched by their European counterparts - except for the occasional deviation such as the 1912 DOHC Peugeot twin.

Born to race on the boards and flat tracks of pre-WWI America, bred and nurtured in the intense competition between more than a half-dozen rival factories, American motorcycles sported such innovations as countershaft gearboxes, all-chain-drive transmissions, four-valve cylinder heads and mechanical oiling long before these features gained acceptance on the other side of the Atlantic. Such novelties brought two attributes in their wake: speed and reliability. Once the message reached Europe, American-built bikes, especially Indian and Harley-Davidson, began to reap great success there, too - in the hands of such established stars as Freddie Dixon, Claude Temple, Doug Davidson (no relation to the motor company) and Amedeo Ruggeri.

Who? It's not generally realized, even by historians of the Milwaukee brand, that Italy was the scene of some of Harley's first and greatest international victories. It was also one of the firm's largest export markets after the Great War, with a large and well-established distributor in Rome who even went so far as to produce his own locally built model, known as the Harlette. Built with the approval of the parent company and finished in the same khaki and red colors as the bigger bikes, this was not a Latin strumpet but a small-capacity runaround powered by an Austrian Puch engine. However, the company's main concern was the V-twin, and thousands of these were imported as Italy's hellbent-for-leather modernization unfolded in the 1920s. After all, the long, straight, fast roads of the industrial north were ideally suited to the large-capacity American bikes - akin as it was to America's Midwest, Harley's heartland.

To promote the sales of these bikes, Harley-Davidson Italia imported a limited number of factory racers, including one or two of the rare and sought-after eight-valve V-twins. These bikes, in the hands of the works team known (not always affectionately) as the "Wrecking Crew," had begun to dominate stateside competition by the start of the '20s. The bikes were practically as successful in Italy, principally in the hands of Ruggeri, who, formerly a member of the Indian "Wigwam" fraternity, achieved even greater renown once he switched to Harleys for the 1922 season. That year he won the grueling Milano-Napoli single-stage marathon on an eight-valver, then followed that up with victory in the inaugural Italian Grand Prix at Monza, averaging 64 mph for the 250-mile race around the parkland Autodrome to lead three other Harley riders across the finish line.

One of these, in third place on an IOE ("pocket-valve") 61-cubic-inch Harley, was Umberto Faraglia, who together with Ruggeri dominated the Italian large-capacity racing scene during the next couple of years. For the 1924 season, he took delivery of a brand-new eight-valve machine, one of two sent to Italy that year from Milwaukee. But the writing was already on the wall: Harley's dominance of the 1000cc class was so total that Italian organizers, faced with dwindling interest from other makers and the simultaneous rise of the 500cc class, gradually dropped it in the mid-'20s. This left Faraglia's new eight-valver to be used primarily for record breaking - which it was, indeed. Though the bike also won many races, its principal achievement was to raise the Italian motorcycle speed record to over 110 mph over the flying kilo - a mark which stood until the arrival of the supercharged fours in the '30s.

Enter Renzo Battilani, a leading figure on the European vintage-motorcycle scene and owner of one of the finest collections of American machines anywhere in the world. (He has one of every model of Harley manufactured during the 1920s, for example.)

"I'd always dreamed of having an eight-valve Harley-Davidson," he said, "but it's one of the rarest Milwaukee bikes ever made, and there are only a handful left in the world. However, I knew about the bikes that had been sent to Italy - especially Faraglia's, which went on being used much later than the others. I spent no less than 30 years looking for it, following every sort of clue or rumor that came my way. I found lots of other Harleys, but not my eight-valve - until one day I reached the end of the rainbow. It was lying in a garage in Rome completely dismantled but 99 percent complete. The man who owned it was more interested in Guzzis, so I swapped it for one with him and took it home. I'd say that, next to the birth of my son, it was the happiest day of my life."

Battilani's immediate problem was that all factory data pertaining to the eight-valve racers had long since been lost, but, thanks to his contacts in America, he was able to gather enough information to rebuild the bike to its present superb condition. But then what? Fortunately, he's one of the several major European collectors who believes that bikes should be seen in action and used. Thus, for the past couple of years, the Battilani eight-valve Harley has been one of the stars of the annual Misano historic race - even scoring third place in the event for 1920s machines two years ago in the owner's hands.

Though this year he was more concerned with exercising his stable of Freras (a sophisticated Italian marque of the 1920s that produced several U.S.-style bikes, including a 1000cc V-twin and a four-valve 500), Renzo brought the Harley along to Misano as well - to allow me to experience the delights of a bike capable of more than 110 mph without a front brake or rear suspension.

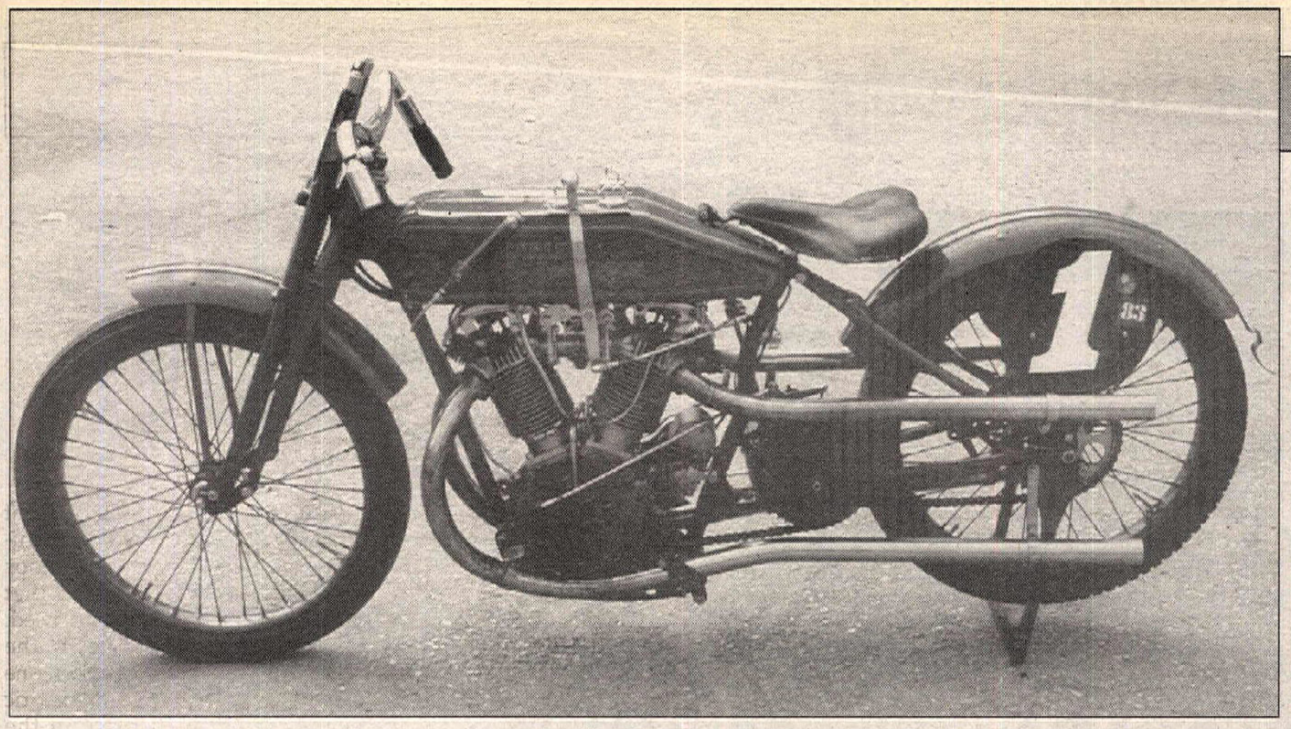
Milwaukee may not be in cowboy country, but the first sight of the eight-valver tells you it's a two-wheeled version of a Texan cow wrangler - lean, mean, and packing a punch. Harley came late to the racing game in the United States, fielding its first factory team in November of 1914. By this time, other makes - especially Indian - had established a considerable advantage, but H-D's racing engineer, Bill Ottaway, and co-founder Bill Harley were able to learn from their rivals' exploits. Though their first racers were pocket-valve models, the eight-valve unit soon followed.

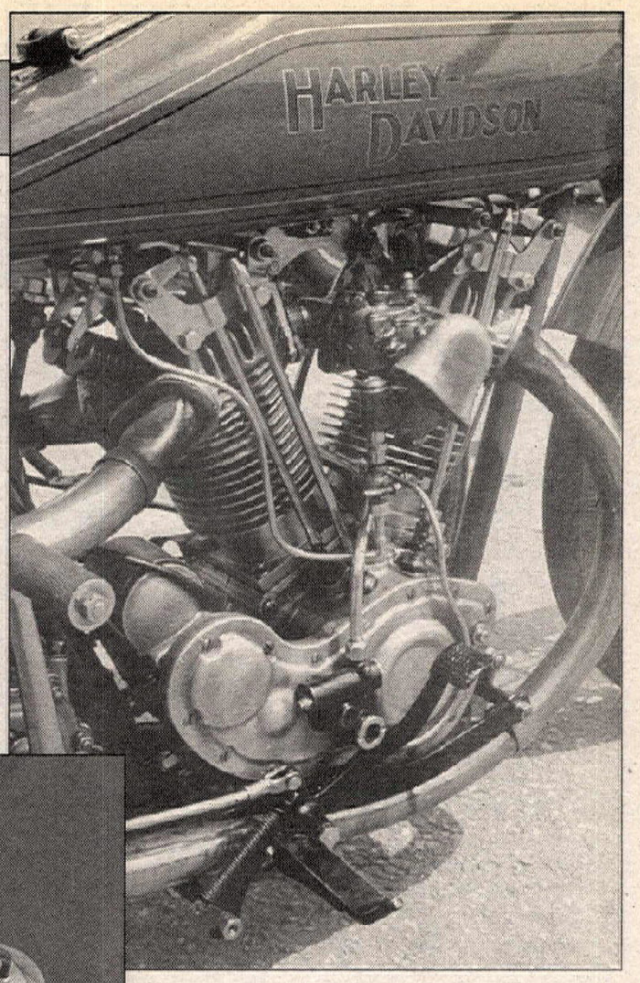
Indian's Oscar Hedstrom had already proved the advantages to be gained in terms of combustion and breathing by the use of paired valves, but at first Harley-Davidson was unable to grasp the concept in practical terms. After a series of setbacks, Ottaway and Harley enlisted the services of Britain's pioneer in four-valve engine development, Col. Harry Ricardo. After several weeks in the Milwaukee factory in 1915, he perfected the design which would first appear in competition the following season, with considerable success.

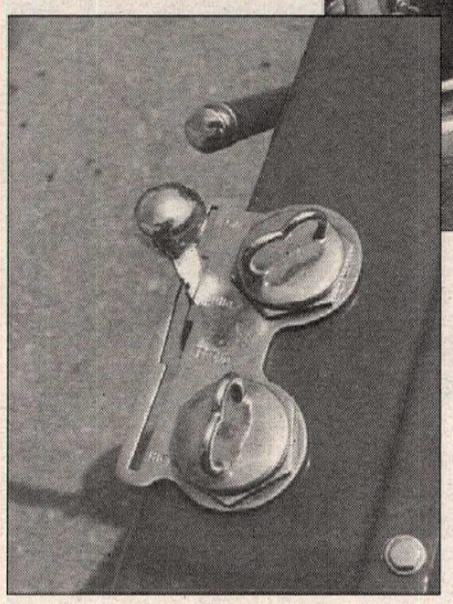
Nominally available to privateer riders in compliance with the rules then (as later) governing American racing, the eight-valve Harley was listed for $1500 in 1916 - a huge sum at the time, which effectively restricted its circulation to factory teams and favored privateers. The price also accounts for the very small number of bikes made - perhaps as few as 20, as well as 30 of the 500cc singles, which were effectively the twins minus one cylinder.

The eight-valve engine (number 24H82) features the classic Harley 45-degree included cylinder angle, with each pair of parallel valves set at 90 degrees to its partners. The 3 5/16-inch by x 3 1/2-inch (approximately 84 x 89mm) cylinders are lightly finned, with a pair of long, slender pushrods rising in parallel from the crankcase. Coil valve springs are used, but curiously the exhaust ports are oval in shape, with a single 1 1/16-inch Schebler racing carburetor set between the cylinders in time-honored Harley style and feeding all four inlets.

Another curiosity is the fact that the two cylinders each have twin exhaust pipes, but that those exiting from the





**(Above) Even when idle, the Harley looks fast. (Above right) Powered by a pushrod V-twin, the old Harley was capable of 110 mph. (Right) Using the upright hand shifter isn't an easy task.**

rear of the back cylinder are much shorter than those exiting the forward-facing exhaust ports of the front cylinder. Frequently, the bikes were run in the United States and at Brooklands without any exhaust pipes at all, and the lack of cylinder finning to any great extent perhaps denotes the use of alcohol fuels elsewhere than in Italy. This bike, though, runs on gasoline stored in the right half of the slender, handsome tank, with the oil supply fed by gravity from the left half, assisted by a hand pump set in its side. The system is total loss. The single central spark plug per cylinder is fired by a Bosch magneto that Harley only began fitting to the bikes once hostilities had ceased in WWI.

The three-speed countershaft gearbox with all-chain transmission actually features a kickstarter, though this was almost certainly added especially for or by the Italian Connection. The Wrecking Crew's bikes ran such high compressions that they often had to be tow-started, but the chances of finding someone to do that halfway up the Appenine mountains in the middle of the Milano-Taranto marathon must have been pretty remote - hence the foot crank.

Battilani rebuilt the bike with a comfortable 8:1 compression, so after he'd kicked it into life and done a couple of exploratory laps to ensure all was well, it was my turn.

I'm not exaggerating when I say I was pretty nervous as I clambered gingerly onto the comfortable, well-sprung leather seat. After all, most bikes that can do 100 mph nowadays actually have brakes, whereas all that this fire-breathing monster had was a pretty ineffectual expanding-band rear stopper and an ignition control in the left grip. At least the Wrecking Crew had magneto cutouts to enable them to slow for turns, and I'll bet they didn't have to get around corners like the Misano chicane or the semihairpin at the end of the straight. And from period photos, I notice that Ruggeri modified his bike so as not to have to grapple with that great American invention, the foot clutch. Battilani likes his bikes original, so that's what's fitted to it, but he has made one inconspicuous concession to modern times: The steeply dropped handlebars have a twist grip at each end. Originally, the throttle would have been on the left and the ignition control on the right, but he's reversed them to thwart any confusion. I'm sort of glad he did that...

Moving off the mark on the Harley requires finesse and application: Press down on the left foot lever to engage the clutch (which locks on); select "Low" gear on the vertical hand-gear-change lever mounted on the left of the tank by pushing the metal knob away from you; retard ignition with the left twistgrip; then release the clutch-pedal keeper and try to fiddle the throttle in your right twistgrip in unison with the actions of your left foot to produce a smooth take-off. The wonder is that I only stalled it once, since at the same time (if you want to *really* accelerate) you have to advance the ignition with the left hand. There's not much of a chance of getting bored riding one of these bikes.

Having fluked a getaway the second time, I briefly considered skipping second gear and shoving it straight into top ("High"). At this point, the unwritten ethics of racer testing intervened, so, closing down the throttle and ignition, I grappled again with the clutch pedal while moving the gear lever through the neutral slot to second. As the gear engaged with a lurch (thanks to an insensitive boot on the clutch), I was almost shoved off the back of the seat as the Harley leaped forward while I had a single hand on the steeply dropped bars. Fortunately, the track was empty, so the ensuing wobble that took me from one side of it to the other didn't result in a collision. After gathering myself up, I rather gingerly repeated the process to get into top. Whew!

Fortunately, the big V-twin engine is so flexible that my gear-changing episode was complete. No more shifts for the remainder of my dozen or so laps on the bike. I was even able to take the tight left-hander before the pits in top gear, with the ignition backed right off and the engine seemingly firing about once every two seconds. Then, if one advances the left twist grip and winds the other gradually open, the acceleration in top gear from almost a walking pace is literally awe-inspiring. It is also terrifying at first, because with the knowledge at the back of one's mind all the time that there are practically no brakes, the rider develops a sudden paranoia about stopping this runaway two-wheeled train. In fact, provided you don't try to emulate Mike Hailwood and sit it out with the last of the late breakers, things work out just fine - on the condition that you shut off soon enough. I must admit that, to begin with, I was practically closing down for the next corner as soon as I'd exited the previous one. After a handful of laps, I'd discovered the approved technique for getting the beast around a turn, so that I was able to speed up gradually and start using the considerable reserves of performance on tap from that lovely engine.

Simply retard the ignition, then shut off while at the same time applying the pretty useless foot brake, give her a brief crack of throttle to set it up nicely for the corner, then swing into the turn. Care must be taken, however, not to lean too far over - for, though the 28 x 3 four-ply tires are of modern compound and manufacture (the front a product of the Universal Tire Co. stamped as "made in Elizabethtown, Pa.," the rear a Bedford Cord), using the grip they offer to anything near their potential can quickly result in grounding the low-slung footpegs - which, fortunately, are hinged to prevent a nasty should this happen. Once around the turn, accelerate smartly away while advancing the ignition. With the throttle cracked wide open, the engine fluttered under acceleration, indicating the carburetion was a bit too rich, but otherwise the bike was superbly set up - a credit to Battilani and his friends, who restored it to this delectable state.

I've ridden a Brough Superior with Harley-type forks, and I must say they have to be the best front-end design available until the advent of the telescopic fork. My ride on the Harley confirmed this view: Though Misano's smooth surface is a long way from the unmade roads of Italy in the 1920s, or the dirt tracks of the Midwest county-fair circus, the eight-valve steered positively and smoothed out the few bumps I was able to find. The bottom-link front-end design took some time to get right, according to Floyd Clymer, who was one of the first H-D works riders to race such a bike. He shortened the compression springs to lower the position of the pivot in order to limit fork travel and improve high-speed handling.

Accelerating hard around Misano's long left-hander leading onto the straight at about 80 mph, I found the Harley tracking even and true. The steering-head angle looks to be less steep than on the board racers of the time, which would have improved high-speed stability.

However, that fabulous engine is the real gem: Pumping out a good 60 bhp in a bike weighing around 270 pounds, it's not surprising that the Harley proved to have about the same performance on acceleration as an average BSA Gold Star 500 of 35 years later. But, like the BSA, the Harley was almost too good: The Wrecking Crew's dominance of American competition was such that, after a clean sweep in the 1921 season, the factory soft-pedaled its involvement with racing. The eight-valve was phased out, and instead of employing this sophisticated and effective design in future years, Milwaukee opted instead for the less complicated pocket-valve machines - later superseded by the WR and KR side-valvers. In time, the XR750 OHV design restored some degree of engineering modernization to the Harley fold. But now that the XR's iron grip on AMA dirt track success has been loosened somewhat by the Honda V-twin, it's fascinating to consider this question: Might not Harley's racing department again turn to the design that set them on the path to competition glory over 50 years ago: an eight-valve V-twin? CN

## Harley-Davidson Eight-Valve 1000

### Specifications

| | |
|---|---|
| **Engine** | 8-valve, pushrod V-twin, four-stroke |
| **Dimensions** | 84 x 89mm |
| **Capactity** | 989cc |
| **Compression ratio** | 8:1 |
| **Output** | 60 bhp at 4000 rpm |
| **Ignition** | Bosch magneto |
| **Carburetion** | 1 1/16-inch Schebler carburetor |
| **Clutch** | multiplate dry |
| **Transmission** | Three-speed hand-change with all-chain transmission |
| **Frame** | single-loop cradle |
| **Suspension** | |
| **Front** | bottom-link girder fork |
| **Rear** | rigid |
| **Brakes** | |
| **Front** | none |
| **Rear** | 6-inch expanding-band drum |
| **Tires** | |
| **Front** | 28 x 3/4-ply Universal |
| **Rear** | 28 by 3/4-ply Bedford |
| **Weight** | 270 pounds (dry) |
| **Year** | 1924 |
| **Top speed** | 110 mph |
| **Owner** | Renzo Battilani, Imola, Italy |

# Against all odds

**Perhaps no other motocross rider is as famous for winning one race as is Marty Moates.**

By Eric Johnson

"It was one of those days that a rider has once in his lifetime," beams Marty Moates, at his home in San Diego, regarding an afternoon that stands undisputed as the most glorious moment in American motocross history. "It was like I had screws in my tires and I was just flowing so well - it was the best day I ever had."

Marty Moates epitomized the American journeyman racer: Fast, determined and resourceful, Moates was a racer who always flirted with success and the opportunity to procure fabulous wealth and fame from the factories. However, somehow, along the way, the stars never quite lined up, and Moates plodded on, eking out a living through a series of modest rides that included minor European-based factory teams, privateer operations, and support outfits. Racing more out of passion than from any attempt to pull off a get-rich-quick scheme, Moates was a love-over-gold type of racer who toured the world in order to make a living doing what he loved.

Then, on a shimmering, baking-hot afternoon in June of 1980, and against all odds, Marty Moates pulled off the greatest upset in motocross history - an upset so big that the motocross world actually stood still as the wonderful Cinderella story played itself out like a Frank Capra movie.

The morning of that glorious June day, Carlsbad Raceway, set in a baked-hard valley in San Diego's north-county area, teemed with excitement. The United States Grand Prix of Motocross was in town, and more than 35,000 spectators roamed the hillsides - dragging along their coolers, lawn chairs and little brothers - in an effort to find just the right vantage point for the day's events. Meanwhile, the production crew of "ABC's Wide World of Sports" (once they were done with their doughnuts and coffee) began positioning their cameras, pulling and arranging cable, getting the helicopter warmed up, and getting their commentator - three-time FIA Formula One World Champion Jackie Stewart (who is, to this day, a major motocross enthusiast) - briefed and ready for action.

Since 1973, Carlsbad had been tapped by the FIM as the U.S. stopover for the prestigious 500cc World Championship Series. Every spring, infamous and intimidating European-based riders - with names like Wolsink, DeCoster, Bauer, Mikkola, Weil, Noyce and Carlqvist - would show up to school the young, wild, long-haired Yankees on just how the sport was done. However, in the late 1970s, the Americans began to figure it all out, and desperately wanted to beat the Europeans at their own game. In fact, Jim Pomeroy and Brad Lackey - both Grand Prix veterans - had managed to win motos at the U.S. GP, but no one had been able to pull off the overall win.

Then came 1980 and Marty Moates - but before we get into that part of the story, let's backtrack and find out what events in the racing career of the San Diegan local had led up to the day that shook the world.

"A friend of mine named Richard and I went to a shop called the 'Fun Bike Center' to buy dirt bikes," says Moates with a laugh. "I set out to buy a dirt bike, but they talked me into buying a street bike. Eventually, I went to race it at South Bay Speedway in a TT race and ended up falling off and scaring myself pretty good, and I walked away from racing. I then went to go see 'On Any Sunday,' and that changed everything for me. My mom told me to save some money and she'd help me buy a bike. I think I saved about 98 cents. Eventually, my mom ended up buying me a Bultaco, and it was my first real bike. My first true motocross race was at Carlsbad in November of 1971 and, like anyone that races for the first time, I was just terrified. I kept falling at the ledge and was scared to death. I was just terrible. I went back the next week and kept improving, and within three or four months I had moved up to intermediate, and by the end of the year I was an expert.

"We raced every weekend at Carlsbad, Saddleback and Irwindale in the CMC races. Back then, there were always races going on, and you could compete on Wednesday, Thursday, Friday, Saturday and Sunday," he recalls. "There were a number of us from San Diego, such as Tommy Croft, Marty Smith, Marty Tripes, and a guy named Billy Irvine that rode a Puch, that raced against each other, and we were all real competitive."

Interestingly, and as a testament to just how young and innocent the sport was back then, Moates and his racing colleagues had no idea that there was a big, worldwide race scene blooming outside of their little, sun-filled Southern California world.

"At that stage," explains Moates, "I didn't know that there was anything else out there but Saddleback and Carlsbad, and I thought the whole world raced there. I didn't know anything

Marty Moates' claim to fame was being the first American to win the 500cc U.S. GP at Carlsbad, in 1980. In front of his hometown crowd, Moates won both motos on an LOP-backed Yamaha.

about Mike Hartwig or Gary Bailey or any of those guys that were racing the Nationals. And Europe - that was even farther away. The sport was my life, and I would race every week - sometimes five times a week - in a goal to be CMC number one. That was always the big goal - to be the CMC number one. It was around 1973 that I realized: 'Look at all of this! There's professional racing in the U.S.!' So I started to read *Cycle News* to keep up with the big races."

Wanting to become a part of America's fledgling professional scene, the ambitious Moates began to put himself into a position that would help elevate him to the next level.

"Not along after, Suzuki picked me up to be an R&D rider and, along with Bob Hannah and Ron Turner, we would race the bikes around Southern California," says Moates. "I rode my first National at Hangtown in 1975, where I rode Billy Grossi's practice bike and finished second in a moto to Bob Hannah. I was very encouraged by the result and wanted to race the Nationals full time. However, Suzuki wanted me to race at the local level. So I left to race the Nationals on my own. It didn't take long to go broke, and I guess I learned the hard way; it was an off-and-on experience, and I suffered a number of small injuries. However, my real goal at the time was to go to Europe and race the World Championship Grand Prix circuit. Those guys were my heroes - especially DeCoster; he was everybody's hero."

***"I set out to buy a dirt bike, but they talked me into buying a street bike."***

And so began Marty Moates' eternal search for support to help him fulfill his dream of becoming both a National and World Champion. And, as fate would have it, in the blink of an eye, he found a way onto the AMA National Championship circuit - and ultimately onto an airplane heading for Europe and the FIM World Championship circuit.

"In 1976, I received a call from a guy at Mid-Valley Cycle to race a KTM in the 500cc Nationals and an Ossa in the 250cc Nationals," says Moates. "In essence, I was racing for both factories. I went to race in the 1977 Florida Winter-Am Series and finished third in the series points. I then went to race the Daytona Supercross and did very well before I dislocated my shoulder. However, a journalist from Solo Moto magazine (a major Spanish motorcycle magazine) wrote about how well I rode, and the Ossa factory contacted me from Spain and gave me an offer to ride the 250cc GPs. So I went to the factory in Barcelona and was just stoked to be there. The year before, I had quit high school and was touring America in a truck with Marty Tripes, and here I was in Spain, trying to figure out how to eat. I think it took me a week to get beyond eating candy bars.

"In the first GP, I did really good and was running at the front of the field in both motos before the bike broke," he continues. "In fact, in the second moto, I was racing with Gennady Moisseev from Russia for fourth when the bike broke. The factory was really stoked with me, and I raced eight GPs in a row, and I think fifth was my best result, and I also won a number of big international races. I believe Beaucaire, France, was the biggest race that I won.

Before that famous day at Carlsbad, Moates, aboard a Mid-Valley-sponsored works Ossa, competed on the 250cc GP circuit in Europe and turned some heads. This photo of Moates was taken at the West German GP in 1977.

"I came back to America in August of 1977 to have my shoulder - which had been giving me trouble all year - operated on. I raced the 1977 Trans-AMA with Ossa but was having big problems with my shoulder. My results weren't good and the bike kept breaking. So I started testing with Husqvarna and their new automatic. Goat Breker and I would test every day and the bike was pretty good, but racing it was a different matter."

During the winter of 1978, Moates, who was racing the Florida Winter-Am Series, met a man named Laurenz Offner, who was looking for a 125cc rider for his Yamaha-backed LOP support team. The two hit it off immediately and would form a relationship that would make the LOP team one of the strongest outfits on the AMA circuit and, ultimately, a part of American motocross folklore.

"I rode the 1978 Winter-Am 250cc class that winter and finished third on the Husqvarna," says Moates. "Then I met Laurenz Offner, of LOP products, at the Orlando Winter-Am event, and he asked me what I was doing for the approaching season. He was a great guy, and his aftermarket business - which consisted of pipes, porting, and other modifications - was beginning to take off and do great. He wanted me to ride the 125cc Nationals, and I did pretty well, finishing second to Broc Glover at Southwick. But we had a lot of mechanical problems with the bike and struggled at times. We rode the Trans-AMA 250cc support class on Hondas and won some motos, and I think I finished third overall.

***"Like anyone that races for the first time, I was just terrified. I kept falling at the ledge and was scared to death."***

"In 1979, we switched back to Yamaha and decided to race the World Championship Series. I wanted to go back to Europe to race for the 250cc World Championship, and we shipped over five bikes and a van. But I got hurt in Holland and we ended up selling the equipment to Pierre Karsmakers; we just weren't prepared to challenge for the title. I had arthroscopic surgery done on my knee and began to train once I healed up. I raced the AMA 500cc Nationals and finished ninth in points. I did good in some races and was almost always the top privateer, but the bike broke a lot. But even though that was the case, we were always happy racing the production bikes. We had a few opportunities to race factory equipment - like in the fall of 1979, when Gaylon Mosier got hurt and we were offered his factory Kawasakis. And in 1980, we were offered Arlo Englund's factory Yamahas, but we didn't take them because we were committed to what we had. The production bikes we had were good and we were pretty happy with them."

***"I didn't know that there was anything else out there but Saddleback and Carlsbad."***

That winter, following the 1979 season, Marty Moates committed himself to a relentless training regimen in order to get his battered body back into fighting trim and to improve his on-track stamina and endurance. And when the 1980 supercross season kicked off in Seattle in February, he was in the best racing shape of his life. That year was to be his year to shine.

"In 1980, I was doing well in supercross, where I was finishing between seventh and 15th consistently, and won some qualifying heats."

Then, after a few strong outings in the 500cc Nationals, came the 1980 500cc United States Grand Prix of Motocross at Carlsbad. And without Moates knowing it, all of the years of practicing, training, racing and clamoring for support were about to pay off in spades.

"I went out on the track with my practice bike," reflects Moates, "and it wouldn't turn that well, but I liked it and rode it anyway. I felt real good on the track. After practice, I got on a brand-new bike, and I was on cloud nine immediately. Everything just worked perfectly and I became more and more comfortable. I got seventh in timed practice, but the timing clocks were messed up that day and I knew I was much faster than that."

Moates' date with fate dawned bright, hot and sunny, and when he pulled into Carlsbad Raceway early that morning, it was like some kind of homecoming. If there was ever such thing as a home-field advantage in motocross, Moates now had it.

"I felt really good the day of the race and was just stoked," says Moates, still excited about it after all these years. "My parents lived in Carlsbad, and I grew up in the San Diego area, so I was very excited to race the U.S. GP. I had never ridden the Grand Prix class, and I was so stoked to see 35,000 people at the race - half of which had seen me race at Carlsbad at one time or another. It was great to have so many friends and fans in the crowd."

At approximately 1 p.m., Moates, bedecked in his red-and-white LOP jersey and Bel Ray USA-flag racing bib, rolled his number-23 Yamaha up to the gate and looked out at a suntanned sea of humanity. The time of reckoning had come.

"I pulled the holeshot, and in the first five laps I had 10 seconds on everyone," recounts Moates. "Then Hakan Carlqvist started to whittle it down, and I fell down. I thought for sure that I was done, as both Carlqvist and Danny LaPorte went past me, but within a few laps, I caught right back up to them. I then passed Hakan - who had been passed by LaPorte - in the big spectator area; then, a few minutes later, I went around LaPorte. I was real happy to be out in front, but then, on the last lap, Hakan was right on me, and I almost fell on top of the big hill. By that time the fences were falling down and the fans were jumping up and down, waving their shirts, waving flags and going crazy. I held on and won the moto, and I felt great because I knew I had done the best that I could. I was worried between

Moates (far left) during the opening ceremonies at the West German GP.

motos, because I had busted my ankle up on a fence post during the race and it was really hurting."

.So, as he sat in the shade and prepared for the second moto, Moates, the Cinderella privateer, was one moto away from claiming the most important motocross race in American history - a race that at the time every American rider lusted after. So, for the second time, Moates went to the gate ready to go to war with not only 39 of the world's best riders, but with the pothole-, whoop- and ridge-infested, hard-baked Carlsbad circuit.

"At the start of the second moto, I got the holeshot again, and Lackey passed me," Moates describes vividly, "but I passed him back, and was very excited to be out front. It was one of those days that a rider has once in his lifetime; it was like I had screws in my tires and I was just flowing so well. The crowd went crazy, and it was a wonderful feeling. I'll never forget the feeling of passing beneath the checkered flag."

And so it was. The journeyman privateer who had never won an AMA National or finished better than 10th in the AMA 500cc National Championship point standings rolled off the Carlsbad circuit and into complete bedlam. After seven long years of trying, the Yanks had finally won on their own turf. However, the win was much more important than that. For the first time, the Americans had flexed their collective muscle and shown the Europeans - who as a group had scoffed at them as a second-rate motocross power for years - that they had the right stuff to be a world motocross power. Moates' win was the shot heard around the world.

> *"The year before, I had quit high school and was touring America in a truck with Marty Tripes, and here I was in Spain, trying to figure out how to eat."*

While the win was a huge thrill for Moates, the happiest moment of the entire beautiful saga was yet to come. Marty Moates' father, Marty Sr., who had been fighting complications from severe injuries he sustained during World War II, had been unable to attend the U.S. GP. But that doesn't mean he wasn't keenly aware of what had happened down at Carlsbad.

"A few days after the race, I went to visit my father in the hospital," says Moates. "He was a paraplegic who had been in and out of hospitals most of my lifetime. He was a master sergeant in the army during World War II and was under a truck that blew up during a battle. Because of that, he had to go through so many operations - but he never complained. When I went to visit him after Carlsbad, he was dying, but he was so proud to see me and was telling all of the nurses and doctors that I was the guy who won the United States Grand Prix. He passed away three months later, but I'll always remember that as the happiest day of my life."

Inspired by his incredible win, Moates and the LOP syndicate headed north to Sonoma, California, to contend the fifth round of the AMA 500cc Nationals. Eager to capitalize on the Carlsbad magic, Moates instead found that bad luck returned to haunt him at Sears Point. In fact, the race - and the events that followed - would lead to a slow, downward spiral for Moates' racing career.

"The following week at Sears Point, I was leading the first moto when the frame cracked and I had to pull in," laments Moates. "We couldn't get the frame fixed in time for the second moto, and that really bummed me out because I should've won that day. Soon thereafter, my knee began acting up bad, and I went in after the Nationals to have reconstructive knee surgery. I switched to Suzuki for the next season, but I could never get a handle on the bikes. It was very disappointing to me because I had been so comfortable on the Yamahas.

"Then, in 1982," he continues, "I got on a plane and flew to Europe to give the World Championship circuit another try. Sinisalo was helping me, and I hooked up with a company called Motocross Marketing. Honda was helping them, and they told Gary Semics and myself that they would give us bikes and parts under the condition that Roger DeCoster would vouch for us. So I called Roger back in California - it had to be about 3 in the morning - and he was really cool about it and vouched for me. I was so embarrassed about doing that, but Motocross Marketing came through for us. I was doing well with those guys and won three or four major international races, including the big preseason warmup race in Beaucaire, France. While racing in one of the early-season GPs, I kept seeing this big rock on one of the uphills. Somehow, I ended up hitting it, and it broke my foot. I kept racing the best that I could in the next three or four GPs. Then, at the Swedish Grand Prix, they had a huge jump that I went out and cleared pretty easily. I was actually surprised that no one else could jump it. So the track officials went out and made it bigger, and I jumped it again. I ended up casing it in the race, and that just destroyed my foot. I was done for the year and flew back home."

> *"I grew up in the San Diego area, so I was very excited to race the U.S. GP."*

Back home in America, Moates decided to try his luck at Carlsbad one more time, but couldn't get anything going on the circuit that had once brought him so much glory. Soon thereafter, Moates decided the time had come to call it a day, careerwise - that is, until he received a long-distance phone call from Australia. Soon thereafter, a series of events took place that would change the course of Marty Moates' life.

"At the 1982 U.S. GP, I crashed hard in practice and busted myself up. We had just had our first daughter, and I decided it was time to call it quits," says Moates. "So I went into the restaurant business, where I worked six days a week for about three or four months. Out of nowhere I received a call from Australia, offering me a ride to race down there. So I moved there and did pretty well and finished third in their Mr. Motocross Series. The next year was even better, and I won like 47 races in a row. I think Jeff Leisk was my only competition at the time.

> *"I was worried between motos, because I had busted my ankle up on a fence post during the race and it was really hurting."*

"In 1984, I decided to retire for good," Moates recalls, "and I came back to California to sell my house here but ended up staying. It was a good move because I ended up running into Mark Simo, who was a truck driver and parts washer during my days at LOP. Mark and his brother, Brian, were the guys who started Life's a Beach Surfwear. After a power struggle within the company in 1989, they went off to start a company called No Fear, and I became an investor and a part of their company. I'm now a part of the management committee and a shareholder, and manage and maintain all trademark issues. It keeps me busy and I'm doing something all of the time. We are a half-billion-dollar company, and we'll never get rid of our motocross roots."

Today, Moates is the happy father of two young daughters and still finds time to stay involved with the sport he loves.

"I couldn't be happier with everything," he says, "and I still get to go riding all of the time and still like to race when I can. I don't go to a lot of races; I primarily attend the local supercross races, but I follow the sport very closely and read all of the magazines. From what I can see, I think that Jeremy McGrath has done incredible things for the sport. Even when things didn't go that well this year, he stayed true and didn't complain when he lost. He's incredible and has more dignity than any racer in history; he's never negative!"

Interestingly, Moates, the U.S. GP's biggest hero, may have also proved to be its worst enemy. After proving that the once-omnipotent Europeans were capable of being beaten, the "us vs. them" mentality of the Carlsbad spectator base seemed to vanish - and with it, the intrigue of the event itself.

"We (Americans) always felt that we were better but could never do anything in the Motocross and Trophee des Nations that catapulted us to international prominence," says Moates. "I guess after I won, Chuck Sun won, and Danny Chandler won, and the excitement of the Carlsbad U.S. GP died down and didn't have the same hoopla."

While the bright spots in Marty Moates' injury-riddled career were few and far between, the incredibly determined racer has no regrets. In fact, he is very pleased with what he accomplished in the sport and where it has led him today.

"You always ask yourself, 'What if...?' But I had a great career, and the sport's been great to me," Moates says. "It's the relationships you have and the way you treat your fans, fellow racers and mechanics that extends itself into your life outside of the sport. I could've made more money, and money is great, but it's the relationships, the memories and the camaraderie that means the most to me."

Finally, does he still look back on that fateful afternoon that forever changed the balance of power in worldwide motocross and which made him an American racing folk hero who left his indelible mark on the sport?

"Oh, yeah - Carlsbad was a great way to cap off a great career," says Moates emphatically. "I drive by that track all of the time and just smile." CN

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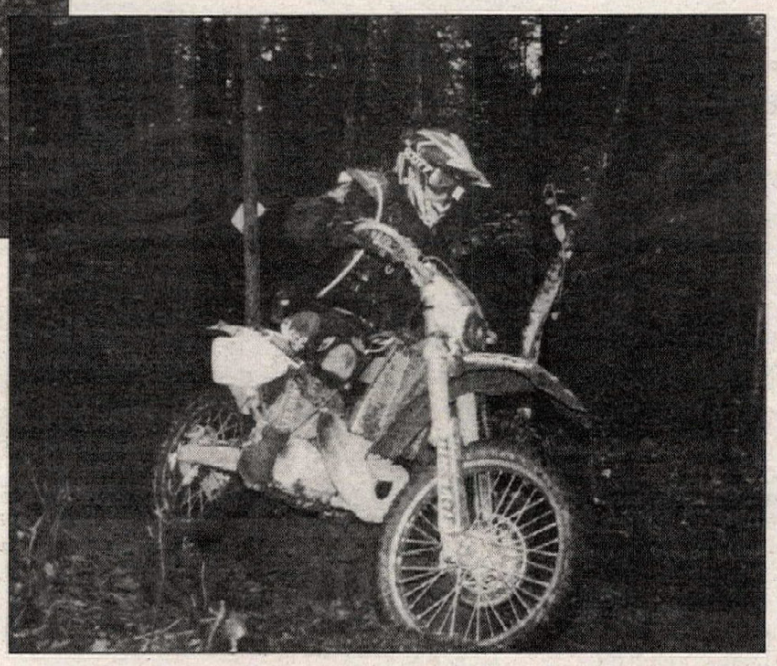
## ECEA Hare Scrambles Series, Round 8

# Lafferty bags one at Lumis Mill



(Top) Rich Lafferty rode to a convincing overall victory at the Lumis Mill Hare Scrambles in Millville, New Jersey. Lafferty is the brother of AMA National Enduro Champion Mike Lafferty. (Left) Steve Leatherwood went on to card a second-place finish after Kevin Bennett (not shown) crashed while chasing Lafferty.

**By Mark Uth/Trail Rider Magazine**

MILLVILLE, NJ, NOV. 9

Rich Lafferty cruised to an easy win at the ECEA Lumis Mill Hare Scrambles after overcoming an early-race challenge by XR250 pilot Kevin Bennett.

Campaigning his KTM Sportmotorcycle/Arai Helmets/Moose Racing-sponsored 250E/XC, Lafferty led the entire race and finished with a nearly five-minute margin of victory. It was not all cake, however, as for the first lap and a half Bennett kept his Honda glued to Lafferty's rear fender, seemingly content to let Lafferty break trail and lead. However, this strategy came apart after Bennett suffered a horrific crash during the second trip around the 9-mile course. Dazed, he was unable to continue.

Afterward, Lafferty commented on the technical demands of the course.

"I didn't really want to hammer, because of the slick conditions, ruts and stumps," Lafferty said. "The best plan was to simply keep a steady race pace. I did that throughout the race - managed to keep it upright and cruising."

No doubt the favorite at the start, Rich's brother, Mike Lafferty, lined up aboard his factory-sponsored '98 KTM 250, expecting a good dogfight from the locals. However, Mike Lafferty ended up completing but a single lap, pushing his bike out of the woods and retiring with ignition problems. ISDE veteran Marc Grossman's day also went awry, as he was the first on the scene to stop and lend aid to the severely injured Bennett. As a result, Grossman fell well behind the leaders and finished uncharacteristically down in the standings.

More than 200 entrants entered the day's event, despite the marginal weather conditions. All day long, there were passing showers and thick, soupy mist under overcast skies. Fortunately, temperatures remained in the mid-50s for the duration, making for decent racing weather. The Competition Dirt Riders planned a three-card event, which included morning ATV and Youth racing, followed by the main event at noon. ATV and Youth events used the same 3-mile-plus course and raced an hour each. Afterward, the course was re-marked to provide a loop for the two-hour main event, during which the A, B and C classes would compete simultaneously.

At the sound of the starter's gun, Rich Lafferty bolted to the front of the pack and assumed the lead as riders departed the grass-track areas and entered the woods. Lafferty charged off into the woods, trailed by the Honda XR250-mounted Bennett, who played a game of cat-and-mouse, letting Lafferty lead while keeping him close at hand. This went on for the entire first lap, as both riders scooted into the barrels just seconds apart while distancing themselves by more than a minute from the other front-runners, who included Yamaha-mounted Steve Leatherwood, AA rider Grossman, vet ace Jim Gunselman, CR500 hammer Eddy O'Flynn and B-class phenom Dan Sharpless.

The lead pair managed to set a sub-25-minute pace the first time around the course, in spite of the blanket of slick, wet leaves that covered the course. National Enduro Champion Mike Lafferty had trouble almost from the onset, as ignition problems with his KTM first slowed him and eventually had him pushing the bike back to the pits. Undaunted by this setback, however, Lafferty saddled up a KTM 620R/XCe dual sport bike and set back out on the trail for nothing but fun.

On the second trip around, Rich Lafferty and Bennett continued to build their cushion. Bennett, maintaining the number-two position, stuck to Lafferty's fender, seemingly satisfied with drafting. However, somewhere around mid-lap, a major crash ended this little duet. It was reported that Bennett's Honda deflected off a trailside stump, throwing him headfirst into a tree. Grossman, arriving seconds later, found him unconscious and stopped to lend assistance. Eventually, Bennett was brought around enough to be ridden out of the woods to EMTs and a waiting ambulance. Changing course conditions might have been a factor in the crash, as the greasy soil and technical trail quickly became extremely rutted as a result of soft conditions fueled by the previous day's rains.

With Bennett out of the running, Lafferty assumed a comfortable lead, which in ensuing laps was built to several minutes as he continued posting consistent 28-minute lap times.

With first place all but decided by the end of the second lap, individual battles for subsequent placings raged on. Leatherwood had a tenuous hold on second place in the second and third laps, trailed closely at times by Sharpless.

During the closing stages of the third lap, Sharpless got around Leatherwood to assume the number-two slot - for a brief period. However, this surge was short-lived, relinquished one lap later when Sharpless pitted for fuel. Jim "Bip" Gunselman and Ed O'Flynn remained in the hunt throughout and moved up while Sharpless pitted, but were unable to challenge for the number-two slot.

That's how things ended. Top riders completed five trips around the course as Richard Lafferty coasted to the easy victory, literally leading the event wire to wire. Yamaha riders Leatherwood and Gunselman completed the podium, finishing second and third overall, respectively. A semiretired Ed O'Flynn put in a surprising performance, good enough for fourth overall seeding, while CR250 driver Dan Sharpless rounded out the top five overall.

In other action, CDR club member Kevin Reed overalled the Youth-class races, finishing first in the 12- to 15-year-old class, while Jason Lawrence topped the 10- to 11-year-olds. CN

**Lumis Mill Hare Scrambles**
**Millville, New Jersey**
**Results: November 9, 1997 (Round 8 of 9)**

**O/A:** 1. Rich Lafferty (KTM); 2. Steve Leatherwood (Yam); 3. Jim Gunselman (Yam); 4. Ed O'Flynn (Hon); 5. Dan Sharpless (Hon).

**L/W A:** 1. Greg Davies (Yam); 2. M. Dean Spencer (Hon); 3. Ron Lucas (Kaw); 4. Brandon Sexton 5. Albert Mooney.

**H/W A:** 1. Rich Lafferty (KTM); 2. Steve Leatherwood (Yam); 3. Ed O'Flynn (Hon); 4. James Wright (KTM); 5. Bob Solomon (KTM).

**VET A:** 1. James Gunselman (Yam); 2. Robert King (KTM); 3. Stewart Crouch (Suz).

**VET B:** 1. Bob Schwegel; 2. Dave Myers; 3. Donald Vavalla (Hon); 4. Bruce Lowman; 5. Jeff Rutledge.

**L/W B:** 1. Lewis Robbins (Suz); 2. Eric Corbin (Kaw); 3. William Hess; 4. Joseph Newman (Hon); 5. Steve Brown.

**H/W B:** 1. Dan Sharpless (Hon); 2. Bill Gilbert (Yam); 3. Robert Mikulski; 4. Lance Thomson; 5. Anthony Fischer.

**4-STRK:** 1. Doug Graff; 2. Mike Gagliardi; 3. Scott Tellone (Hon); 4. Hugh Plumb; 5. James Sanchez (Hon).

**SR A:** 1. Terry Tucker (Kaw); 2. Dave Barlow (Yam); 3. Anthony Tomasello (Yam); 4. Dan Compton (Kaw); 5. Gary Noble (Hon).

**S/SR:** 1. Scott Wolfersberger (Yam); 2. Jack Lafferty Sr. (KTM); 3. Rich Trader (KTM); 4. Pete Benedik; 5. Rocco Spano (Yam).

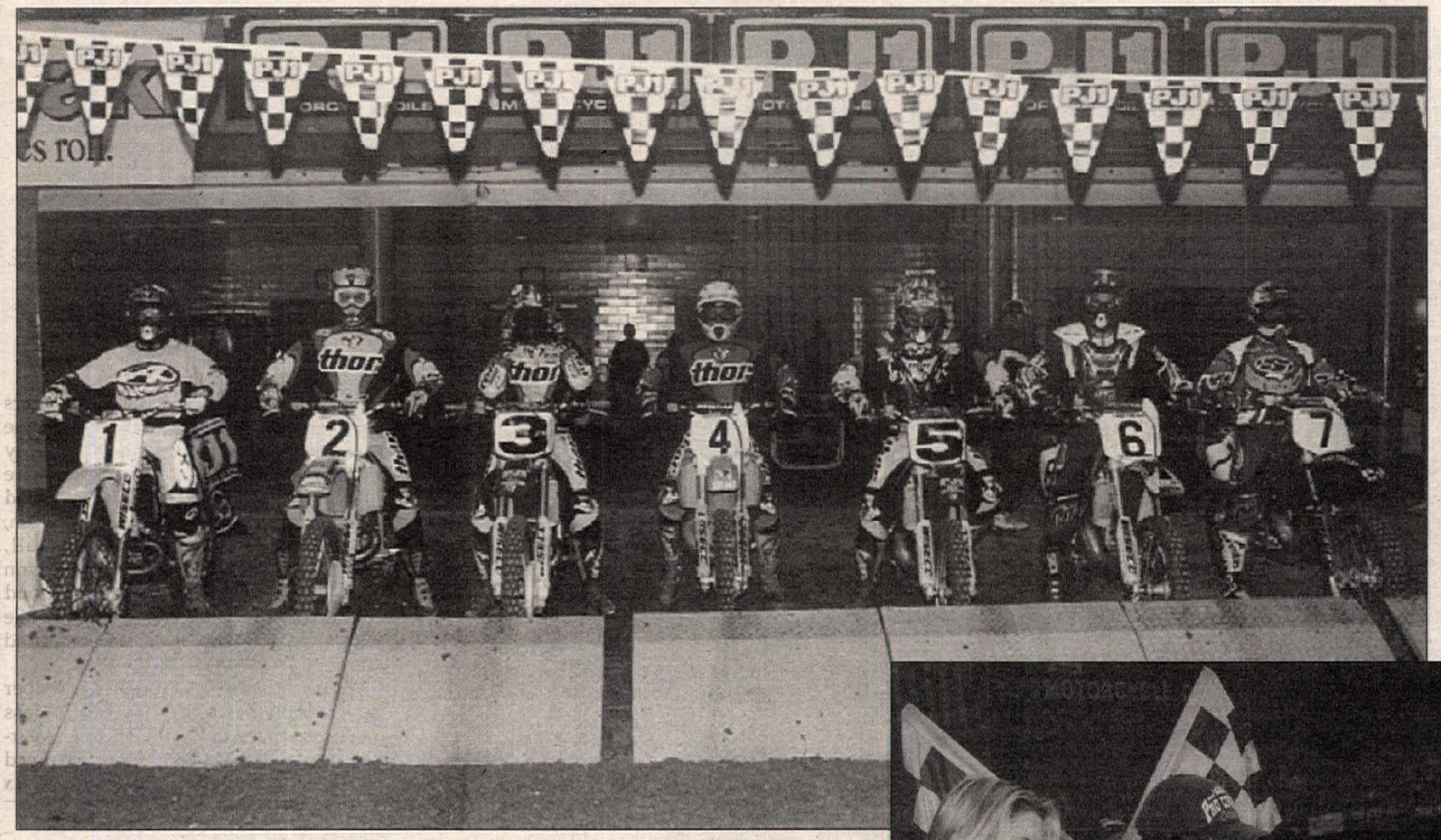
**L/W C:** 1. Mark DiPasquale; 2. Mike DeRosa; 3. Thomas Seaman; 4. Scott Straub.

**H/W C:** 1. Chris Vecchione (Kaw); 2. Giles Ryan; 3. Jim Corsello (Suz); 4. Dennis Lynch (Kaw); 5. Layne Foulk (KTM).

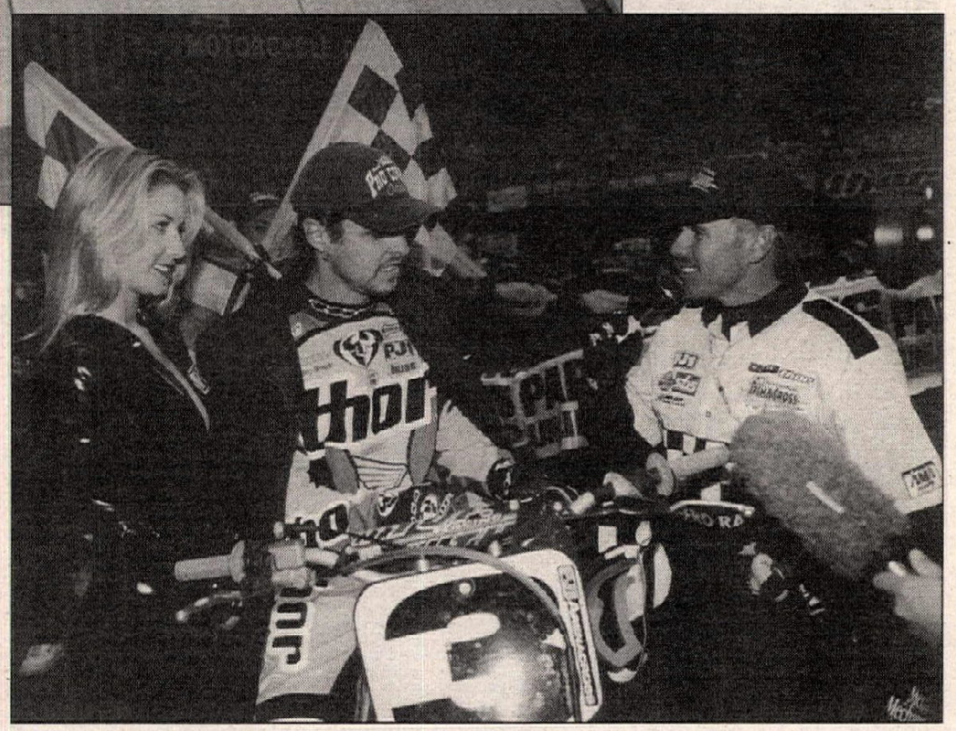
**YTH A (12-15):** 1. Kevin Reed (Hon); 2. Edward Hill; 3. Steven Keely; 4. Denny Yearned; 5. Danny Mangini.

**YTH B (10-11):** 1. Jason Lawrence; 2. Evan Bostrom (Kaw); 3. Jimmy Maul; 4. Michael Pero; 5. Drew Uth (Hon).

Upcoming Round:
Round 9 - Manahawkin, New Jersey, November 23




(Left) Buddy Antunez (1), Cliff Palmer (2), Denny Stephenson (3), Chad Pederson (4), Jeromy Buehl (5), Heath Voss (6) and Todd DeHoop (7) rode an exhibition race at the opening round of the AMA/PJ1 National Arenacross Series, held in Des Moines, Iowa, and raised nearly $3000 for the newborn McCaughey septuplets.
(Below) Stephenson (center), flanked by promoter Mike Kidd (right) and trophy girl Michelle Falls (left), won the race and handled the donating of the purse to the McCaughey family.




McCoughey Septuplets Benefit Race

# Munificent seven

**By Pat Schutte**

DES MOINES, IA, NOV. 14-16

The normally rough-and-tumble world of Arenacross showed it had a softer side at last Saturday's opening round of PACE Motor Sports' 1998 AMA/PJ1 National Arenacross Series. With Bobbi McCaughey, mother of newborn septuplets, just two blocks away at Iowa Methodist Medical Center, six of the nation's top-ranked arenacross racers - plus one supercross rider - pulled off a charitable exhibition race that drew nearly $3000 in donations from the fans at the sold-out Veterans Memorial Auditorium. The race also landed the sport some major national media attention, as NBC, CBS and Fox - which were all camped out at the hospital - ran national stories on the event.

Touched by the story of the septuplets, arenacross riders Buddy Antunez, Cliff Palmer, Denny Stephenson, Chad Pederson, Jeromy Buehl and Todd DeHoop, along with AMA Supercross rider Heath Voss (filling in for the injured Shawn Morgan), got together at breakfast Saturday morning and agreed to run a two-lap exhibition race, with the proceeds going to benefit the McCaughey family - seven riders representing the seven new babies.

As arenacross promoter Mike Kidd acted as master of ceremonies, the riders lined up across the track, and fans were allowed on to the track to donate money and personally wish the riders good luck. Kidd worked the audience like a moto-evangelist, and the lines soon stretched from the arena floor to the upper level.

Stephenson got the holeshot and captured the two-lap event. The native of Omaha, Nebraska, then turned around and, with his girlfriend, trophy girl Michelle Falls, at his side, donated the entire purse to the McCaughey family.

In all, the Des Moines Arenacross raised $2618.36 for the family, including $200 from a local man who ran across the street to withdraw his donation from a money machine, and a special IOU from a fan who said he would cut the McCaughey's lawn for an entire year. The top donation ($200) earned a jersey signed by Buddy Antunez.

"The display of generosity by the people of Des Moines was incredible," Kidd said. "To experience the fans filing down from their seats, waiting in line and giving their hard-earned money to the McCaughey cause was almost religious. I've been around motor sports for a long time and have never seen anything like it." CN

Arenacross Challenge, Final Round

# Three of a kind at Arenocross

**By Joan Tiearney**

RENO, NV, NOV. 14-15

The Arenocross - the final round of the Arenacross Challenge - proved a huge success, with a sold-out crowd both nights at the Reno Livestock Events Center.

The arena was the largest in the series - with a 90-foot triple jump - and very technical. The riders were quoted as saying the track was great and very tough. The usual heats, semis and LCQs set the stage for exciting main events, where only the best would conquer. Pee Wee riders such as "Flyin'" Ryan Ferris brought the crowd to its feet, doubling jumps like the pros. American Suzuki, along with Michael's Cycles of Carson City, raffled off an RM80. A special-edition snowboard from X Games winner Shawn Palmer was also given away.

The Dash For Cash wins Friday and Saturday night went to Casey Johnson and Casey Lytle. The jump contest over the 90-foot triple jump was a crowd pleaser, with Aaron Cheselske beating out Kris Rourke and Jeff Willoh.

The annual Sheriff and Fireman's race to earn money for the families of injured police and firemen was entertaining. The police jumped out front early, and the firemen's talent of years past was not enough to stop the drive of Sheriff Max Brokaw and his Honda. After getting the holeshot, Brokaw dominated the field. He was able to double a portion of the triple jump several times, giving himself a giant lead, and he captured the trophy for the local sheriff's department.

Friday night's 125cc main event was loaded with all the top riders. Clawson Motorsports' Rusty Holland, Pro Circuit/SplitFire Kawasaki's Casey Johnson, Team Noleen's Jeff Willoh and Pro Circuit/SplitFire Kawasaki/1-800-COL-LECT's Nathan Ramsey all placed first or second in their heats. Casey Lytle and Tyler Evans would transfer through the semis. Jason Partridge sat it out with a possibly fractured wrist after casing the triple jump. That was a tough break, as he had been riding tough and in the top five of the points fund for the series. Dean Matson finished second in his semi along with Lance Smail, who earlier had broken his 250's frame in practice. Greg Schnell and Oregon's Ryan Terlecki, the spoiler, would also transfer from the semis. The LCQ, being the most exciting race, sent Brad Hagseth and newcomer Aaron Cheselske to the main.

When the gate dropped on the talented field, Ramsey got the holeshot, with Holland in second and Cheselske in third. Matson, known for his starts, ran in fourth, while Johnson had work to do in fifth. Evans suffered a bad start and was back in eighth. The battle was brewing as Holland kept the smooth pace after Ramsey, but Ramsey held his lines to the inside, and Holland, unable to get around him, had to hope for a mistake. Johnson slid out near the finish-line step-up, putting him back in ninth at one point. Lytle had a midpack start and was trying desperately to work his way up in the field. Willow was also having a bad night, unable to get the rhythm, and he soon found himself being lapped around the ninth lap.

Ramsey was riding excellently, making no mistakes on the tight, technical track. Holland rode consistently, stuffing a wheel in wherever he could, but he remained in second. Ramsey was the victor, executing 12 perfect laps. Cheselske finished a well-earned third. Fourth went to Evans and fifth to Johnson.

The 250cc main event on Friday was just as action-packed. The holeshot went to Johnson. Holland, Matson, Cary Hart and Terlecki were running up front, but

**Casey Lytle kept the fans on their feet during Saturday night's main events at Arenocross '97 in the Reno Livestock Events Center. Lytle doubled up, winning both the 125 and 250cc main events.**

the running order quickly saw many changes. At the finish-line step-up, Holland took the lead from Johnson, but only briefly, as Johnson gained momentum after the triple jump; the crowd was going wild for the Kawasaki rivals. Terlecki had moved into third from fifth and was riding flawlessly. Matson battled Lytle, with Lytle the victor on the fifth lap.

Out front, Johnson and Holland put on a show, swapping positions in almost every turn. Tiearney and Evans were running back in the pack after suffering near-crashes, but they were moving up. Johnson styled over the triple for the crowd, with Holland growing more frustrated with every turn. Holland needed the win to take over the points lead and grab the bonus check, but he would have to settle for second place again tonight, as Johnson took the win. Terlecki was the spoiler in the field and graciously accepted third for his efforts. Fourth went to Lytle, with fifth place belonging to Matson.

The track was changed a little for the Saturday show, as the promoters added another tricky whoop section before the set of big double-doubles, making the track even more challenging. Some riders were trying to double the new set of jumps but were finding themselves on the ground. Even the best opted to single in order to keep momentum and stay on two wheels.

In Saturday's 125cc main, the lone Honda of Lytle would get the jump and be in the first turn all alone. Holland, Matson, Johnson and Ramsey would fight for positions. The battle continued at the halfway point, but Holland suffered a crash that would drop him to fourth and put Ramsey into second. Johnson was having somewhat of an off night and couldn't get around Ramsey to catch Lytle. Willoh remained in fifth, and Terlecki and Evans settled into sixth and seventh. The technical track suited Lytle just fine, as he looked more relaxed and confident on his machine, which was furnished by Big Valley Honda. The leader pulled out a comfortable lead with no threat from Ramsey or Johnson.

When the white flag flew, it was a sure thing for Lytle as he styled for the local Honda crowd. Ramsey settled for second, ahead of Johnson, Holland and Willoh. Could he beat them again? According to his plan, Lytle would give it his all in the 250cc class.

The intermission jump contest was won by young Aaron Cheselske, with a close second by Kris Rourke. The radical tricks over the triple jump had the crowd chanting for more.

The 250cc main event would separate the strong from the weary. Holland grabbed the holeshot, ahead of Lytle, Matson and Terlecki. Johnson was on the ground in the first turn and remounted slowly. He appeared to be okay, and was making up some time by the second lap. The battle heated up, as Holland protected his lines, but the large set of doubles would foil him as Lytle made the inside pass when Holland bobbled slightly. One mistake on this track would cost any rider greatly. Lytle pulled a slight lead now and set his pace. The crowd was cheering for Lytle, but they closely watched the Kawasakis of Holland and Johnson. Johnson was down again and now in last place.

Then Holland fell on the seventh lap in the back section of the track, handing second place to Terlecki. Third place now would belong to the veteran Tony Graves, who was unstoppable at the Cow Palace. Willoh was running a consistent fifth and looked frustrated. Things were going from bad to worse, as Johnson crashed again and pulled into the pits. Matson blew a turn and laid it down before the finish-line tabletop, sending him to the pits with bent bars.

Things were going just fine for the young warrior on the Honda, however, as Lytle waved to the crowd and signaled the number one. The white flag was out, and a happy Terlecki was determined more than ever to keep Holland behind him. Holland put in another great race, finishing third. Graves would cross in fourth and Willoh fifth. Lytle had a grin from ear to ear as he accepted his trophies and proved to everyone just how badly he wanted to win. He said he definitely would like to come back next year. CN

**Reno Livestock Events Center**
**Reno, Nevada**
**Results: November 14-15, 1997**

**Friday**
**125:** 1. Nathan Ramsey (Kaw); 2. Rusty Holland (Kaw); 3. Aaron Cheselske (Kaw); 4. Tyler Evans (Suz); 5. Casey Johnson (Kaw).
**250:** 1. Casey Johnson (Kaw); 2. Rusty Holland (Kaw); 3. Ryan Terlecki (Suz); 4. Casey Lytle (Hon); 5. Dean Matson (Suz).
**Saturday**
**125:** 1. Casey Lytle (Hon); 2. Nathan Ramsey (Kaw); 3. Casey Johnson (Kaw); 4. Rusty Holland (Kaw); 5. Jeff Willoh (Yam).
**250:** 1. Casey Lytie (Hon); 2. Ryan Terlecki (Suz); 3. Rusty Holland (Kaw); 4. Tony Graves (Yam); 5. Jeff Willoh (Suz).

**K Promotions Arenacross Series, Rounds 1 & 2**

# Bachman blazes at Kearney Arenacross

**By Matt Draper**

KEARNEY, NE, NOV. 8-9

Storm Lake Honda's Tracy Bachman won two of the weekend's four main events to take home the lion's share of the $4000 pro purse during rounds one and two of the K Promotions Arenacross Series. Bachman used consistency to score the two victories, along with third- and second-place showings. Nearly equal to the task was Budke Motors-backed Trent Hansen, who also made the podium in all four main events, winning the 250cc feature on Saturday night. Bachman and Hansen engaged in very close, exciting racing that had the crowd on its feet much of the time.

**FRIDAY**

In the 125cc main event, Bachman launched his Pro Circuit-powered CR125 to a holeshot, ahead of Hansen and JT Racing-sponsored Cory Francis. The trio checked out early, setting a pace that could not be matched by the Ramer Motors-backed YZ125 of Billy Schroeder and Kawasaki-mounted Lane Swink, who were running in fourth and fifth, respectively.

Francis put his Suzuki in front of Hansen on lap three and set his sights on Bachman, while Schroeder was doing his best to ward off the pesky Swink. Bachman and Francis battled fiercely for the lead, and in doing so let Hansen catch up and pass them both for the lead. Moments later, at the end of lap nine, the race was halted due to a bad crash in the whoops suffered by Swink.

"We red-flagged it in the interest of safety - no hesitation whatsoever," remarked co-promoter Ken Lile.

The race was restarted single-file, with Hansen, Francis, Bachman and Schroeder the top four. Hansen maintained his lead over Francis after the restart, but Bachman was caught napping and got zapped by Schroeder on the inside of the sweeper.

On the same lap, Francis and Hansen came together before the whoops, and Francis came away with the lead. Bachman soon recovered to overtake Schroeder for third, and the order stayed the same until the finish.

Francis took his only victory of the weekend, followed by Hansen, Bachman, Schroeder and Todd Fletcher, who took fifth after Swink's misfortune.

In the 250cc feature, Bachman again got the jump on the field, nailing the holeshot ahead of Hansen and Hasting Honda's Mark Cyre. Cyre stayed low through the rhythm section to take second from Hansen on lap one. Immediately after that pass, Hansen bobbled, letting Fletcher and KX-mounted Stuart Rafos get by.

Still on lap one, Hansen recovered and shot by Rafos in the whoops. Obviously faster, Hansen was held up for a few laps by Fletcher, but made the pass by clearing the large infield triple from the inside. The momentum gained by Hansen carried over into the whoops where the pass was completed.

Meanwhile, Bachman was on cruise control, maintaining a comfortable cushion over Cyre. In typical arenacross fashion, lapped traffic was a factor early in the race, and by lap five Bachman was winding his way around the backmarkers while Hansen was all over Cyre. Hansen went back to the well one more time and passed Cyre the same way he had gotten by Fletcher: tripling and then hammering the whoops.

By the halfway point, Hansen had narrowed the gap from six seconds to three, apparently setting up a dramatic finish. Unfortunately, a confrontation with a lapper ended Hansen's hopes of catching Bachman. While running sixth, Rocky Johnson went down in the

Tracy Bachman was the big winner at the opening rounds of the K Promotions Arenacross Series in Kearney, Nebraska. Bachman made the podium in each of the four main events, winning two of them.

whoops and, without looking back, re-entered the track directly in the path of the charging Hansen. Hansen had to slam on the brakes, losing all of his valuable momentum.

With two laps to go, Hansen was able to catch Bachman and attempted a block-pass before the triple. Bachman fended him off as the pair tripled side by side, to the delight of the crowd. On the last turn, Hansen tried the inside one more time, but Bachman again shut the door, taking the checkered flag after a very exciting last two laps. Hansen took the second-place money ahead of Cyre, while Fletcher and Rafos rounded out the top five.

"In my head, I knew I needed a good start to win," Bachman said. "In these races, the lappers play a big part because they want to race, too, and I don't blame them."

**SATURDAY**

Continuing his fast-starting ways, Bachman took the holeshot in the 125cc main, with Francis in tow until a mistake in turn one put Francis in fourth.

Bachman continued to lead, followed by Fletcher, Cyre, Francis and the slow-starting Hansen. In very short order, Francis and Hansen double-teamed Fletcher and Cyre, displacing the pair for second and third, respectively.

Bachman, Francis and Hansen appeared to be evenly matched on their 125s, smoking the rest of the field but maintaining that order for the rest of the race. It was Bachman's second trip to the top of the podium, followed closely by Francis.

The never-say-die Hansen finished third and was left hungry after making the podium for the third time without tasting victory. Fletcher finished an uneventful ride in fourth, while Bachman's Storm Lake Honda teammate Marty McDonald got around a fading Cyre for fifth.

In the 250cc main, Hansen must have been thinking that enough is enough as Bachman led down the start straight heading into turn one. Hansen stuck his CR250 firmly on the inside of Bachman's identical machine to come away with the holeshot and a clear advantage on the tight, jump-filled circuit. Bachman's luck would get worse in turn two, as he got tangled with a hay bale and fell back to ninth.

Hansen maintained a fast pace while Bachman started a heroic charge to the front, rising to fourth before lap 10 of the 20-lap feature.

McDonald and Cyre, running second and third, were holding up the increasingly impatient Bachman. At the halfway mark, Bachman blew past both riders in the span of two turns and set his sights on Hansen. A little farther back, another Storm Lake Honda rider, Chad Lile, was putting in his best ride of the weekend. Lile broke into the top five and continually put pressure on Cyre and McDonald. Cyre would blow his chance at a podium finish by crashing in the whoops on lap 14, handing third to McDonald and fourth to the FMF-backed Honda of Lile.

Bachman closed the gap to four seconds, but Hansen's lead proved too much and Hansen took the checkered flag for the first time on the weekend. Bachman finished a very satisfying second, considering his early-race mishap, while McDonald held off Lile for third. Johnson lucked into fifth after Cyre's nasty get-off in the whoops. CN

**Kearney Arenacross**
**Kearney, Nebraska**
**Results: November 8-9, 1997**

**Friday**

**50:** 1. Cody Gilmore (Cob); 2. Zach Kenning (Cob); 3. Craig Fritz (Lem); 4. Jake Erickson (Cob); 5. Zach Swimm (Cob).

**125 PRO:** 1. Cory Francis (Suz); 2. Trent Hansen (Hon); 3. Tracy Bachman (Hon); 4. Billy Schroeder (Yam); 5. Todd Fletcher (Hon).

**250 PRO:** 1. Tracy Bachman (Hon); 2. Trent Hansen (Hon); 3. Mark Cyre (Hon); 4. Todd Fletcher (Hon); 5. Stuart Rafos (Kaw).

**Saturday**

**50:** 1. Cody Gilmore (Cob); 2. Jake Erickson (Cob); 3. Craig Fritz (Lem); 4. Zach Swimm (Cob); 5. Ricky Draper (KTM).

**125 PRO:** 1. Tracy Bachman (Hon); 2. Cory Francis (Suz); 3. Trent Hansen (Hon); 4. Todd Fletcher (Hon); 5. Marty McDonald (Hon).

**250 PRO:** 1. Trent Hansen (Hon); 2. Tracy Bachman (Hon); 3. Marty McDonald (Hon); 4. Chad Lile (Hon); 5. Rocky Johnson (Kaw).

## Chittem tops again at COTA Trial

**By Mike Jolma**

WASHOUGAL, WA, NOV. 16

Round number one of the Columbia Observed Trials Association winter series was held at the Washougal Motocross Park in unseasonable Pacific Northwest weather and with a larger-than-expected turnout of riders, and Gene Chittem (a winner at the Halloween trial event) won his second straight trial in the Novice class.

The trial consisted of three loops of 12 sections, and the sections were comprised of mud, slippery logs, loose rocks, and off-camber turns, and was located within the hills and valleys that border the motocross track. A special thank-you goes out to Ken Murphy of the Washougal Motocross Park for his fabulous support.

National number nine, Dennis Sweeten, was literally in a class by himself, riding the new Exhibition class and losing only two points the entire day. John Isherwood was again unbeatable for the second straight trial, and went on to win the Expert class over trial marshal Dan Dwyer, as well as Daryn Reid, who recently moved up from the Advanced class.

Dave Spenst handily won the Advanced class by a 14-point margin. Garin Buckles and Blake Landon placed a distant second and third, respectively, with Jack Betty taking fourth. The Senior class was a three-way battle for top honors. Last month's winner, Mike Wirth, continued his winning streak, taking a five-point victory over runner-up Walt Woolley. Dave King kept it close during the first two loops and finished a distant third.

The always-competitive Intermediate class proved to be the largest class of the day, with 14 riders competing. Mike Jolma and Mike Kerr kept it even in points until the third loop, when Kerr made a couple of mistakes and handed the victory to Jolma. Bob Reed and Andy Kerr kept close all three loops, finishing third and fourth. Jason Love finished one point behind Kerr for fifth.

Chittim once again proved to be the person to beat in the Novice class, as the other six competitors tried to keep him from winning his second straight trial. John Williams was a close second to Chittim, finishing three points behind for the class runner-up honors. Mike Braithwait was third, with Larry Love and John Hatcher rounding out the top five positions.

**Results**

NOV: 1. Gene Chittim; 2. John Williams; 3. Mike Braithwait; 4. Larry Love; 5. John Hatcher.

INT: 1. Mike Jolma; 2. Mike Kerr; 3. Bob Reed; 4. Andy Kerr; 5. Jason Love.

SR: 1. Mike Wirth; 2. Walt Woolley; 3. Dave King.

ADV: 1. Dave Spenst; 2. Garin Buckles; 3. Blake Landon; 4. Jack Betty.

EX: 1. John Isherwood; 2. Dan Dwyer; 3. Daryn Reed.

## Truglio trounces AMP MX

**By Jim Enos**

TRACY, CA, NOV. 16

Craig Truglio put on a mud-riding clinic on his way to an overall victory in the 125cc Intermediate class at round four of the third annual Merced Powersports/MSR Octoberfest Series, presented by AMP Motocross.

The AMP crew turned the dull, seldom-used Carnegie Cycle Park MX track into a masterpiece. Two hundred riders braved the rain to take on the redesigned track.

With a break in the weather, the gate dropped for moto one and Ron DeJesus took the first turn, followed by Danny Ornelas, Danny Smith and Truglio. DeJesus and Ornelas appeared to have no problems with the thick mud as the two put some distance on the field. Meanwhile, Smith and Truglio had a battle developing for third, until Smith overshot a tricky turn after the "wall" jump and went down.

Ornelas had been chasing DeJesus and made a pass on the slippery uphill. Truglio made up ground on DeJesus and began showing a front wheel. On the last lap, Truglio passed DeJesus in the whoops. With Smith having pulled out of the race, DeJesus had third in the bag and Truglio had no chance of catching Ornelas.

The sun briefly reappeared for the start of moto two, and DeJesus again took the holeshot. In a downhill double section, Ornelas doubled and tried to pass DeJesus. Both riders came into the following single-line right turn dead even and made the turn handlebar to handlebar. Amazingly, neither rider went down. DeJesus held the lead, with Truglio in third.

On the next tabletop, Ornelas and DeJesus collided in midair. Neither rider went down, and DeJesus maintained his lead. On lap three, Ornelas and DeJesus again came into the right-hander together. Ornelas grabbed the inside but, with DeJesus not giving him any room, clipped a hay bale and went down. DeJesus and Truglio quickly left him behind. DeJesus could sense a victory until a small jump with a rutted-out section in it grabbed his footpegs and downed him. With one lap to go, Truglio held off a charging Ornelas. The moto and the overall went to Truglio, followed by Ornelas and DeJesus.

**Results**

60 BEG (0-8): 1 . Kurtis Batey (Kaw); 2. Chase Eklund (Kaw); 3 Greg Fouts (Kaw); 4. Jake Martinez (Kaw); 5. Marcus Bradshaw (Kaw).

60 BEG (9-11): 1. Zack Ham (Kaw); 2. Kyle Kent (Kaw); 3. Andrew Waltermire (Kaw); 4. Cody Woods (Kaw); 5. Aaron Strong (Kaw).

60 NOV (0-8): 1. Casey Hinson (Kaw); 2. Kyle Bergantz (Kaw).

60 NOV (9-11): 1. Jarrod Martens (Kaw); 2. Charlie Morrison (Kaw); 3. Kyle Parino (Kaw).

60 INT (9-11): 1. Daniel Sani (Kaw).

80 BEG: 1. Aaron Casados (Hon); 2. Justin Godoy (Yam); 3. Sean Hampton (Suz); 4. Eric Stoke (Suz); 5. Rory Radovich (Hon).

80 NOV: 1. Nick Davis (Yam); 2. Matt McCrummen (Yam); 3. Kyle Bergantz (Kaw); 5. Cory McDaniel (Yam).

80 INT: 1. Charlie Morrison (Yam).

125 BEG: 1. Kris Rivas (Yam); 2. Christopher Loredo (Yam); 3. Josh Hoyt (Hon); 4. Dennis James (Yam); 5. Dylan Kern (Hon).

125 NOV: 1. Doug Schmid (Hon); 2. Adam Baca (Yam); 3. Dustin Rabe (Hon); 4. Mike Hunter (Suz); 5. Dylan Vicha (Yam).

125 INT: 1. Craig Truglio; 2. Danny Ornelas (Yam); 3. Ron DeJesus (Suz); 4. Danny Smith (Yam).

250 BEG: 1. Jeff Marsh (Hon); 2. Matt King (Kaw); 3. Steve Snyder (Kaw); 4. Nick Thom (Kaw); 5. Rick Gonzales (Yam).

250 NOV: 1. Rod Kreiss (Suz), 2. Doug Schmid (Hon); 3. Ben Nava (Suz).

250 INT: 1. Auggie Rodriguez (Hon); 2 . Seth Young (Hon); 3. Craig Truglio (Kaw); 4. Phil Segundo (Hon).

25+ BEG: 1. Matt King (Kaw); 2. James Perry (Hon); 3. Mike Mraz (Hon); 4. Randy Tufts (Yam).

25+ NOV: 1. Shawn Reed (Kaw).

25+ INT: 1. Mike Segundo (Hon); 2. Judd Houck (Kaw).

30+ BEG: 1. Scott Schultz (Hon); 2. Mark Andrews (KTM), 3. Dennis McGladrey (Hon); 4. William Serpa (Yam); 5. Mark Rose (Kaw),

30+ NOV: 1. Brett Flory (Suz); 2. Rick Horne (Hon); 3. Danny Evans (Yam).

30+ INT: 1. Dave Lundin (Kaw).

35+ BEG: 1. Rick Cervantes (Hon); 2. Mel Hinshaw (Hon); 3. Patrick Laird (Suz); 4. Pat Saugar (KTM); 5. Jim Enos (Suz).

35+ NOV: 1. Phil Rose (Hon); 2. Tony Shipman (Kaw); 3. William Carlson (Kaw); 4. Ron Kerry (Kaw); 5. Steve Baccaimi (Kaw).

40+ BEG: 1. Bill Carnes (Yam); 2. Nick McKinnon (Yam); 3. Steve Dunham (Suz); 4. David McCandless (Hon); 5. Ronald Wutzke (Hon).

40+ NOV: 1. Tim Donalson (Kaw); 2. Bobby Lynch (Yam); 3. Steve Allen (Kaw); 4. G. Young (Kaw); 5. Moe Harwell (Yam).

40+ INT/MSTR 1. Joseph Gonzales (KTM); 2. Terry Huffer (Yam); 3. David McRae (Yam).

U/L BEG/NOV: 1. Rob Kreiss (Suz); 2. Adam Baca (Suz); 3. Mike Hunter (Suz); 4. Dylan Vicha (Yam); 5. Dustin Rode (Yam).

U/L INT/PRO: 1. Auggie Rodriguez (Hon); 2. Phil Segundo (Hon); 3. Mike Segundo (Hon); 4. Judd Houck (Kaw).

## Montague leaves Las Vegas MX in dust

**By Dick Goodwin**

LAS VEGAS, NV, NOV. 9

Monte Montague blistered the Las Vegas Motor Speedway MX track as he pounded out a double moto victory in the 125cc Pro class.

Iowa's Matt Grall got the jump on the gate and led the Pros for the first couple of laps. Montague battled the Fort Dodge racer for every inch of ground, however, and finally forced his way past at the finish-line tabletop on lap three. Grall wasn't about to give up, and the two leaders dueled for the remainder of the race until Montague squeaked out a narrow win over Grall.

Grall whipped out another holeshot in moto two, just ahead of Utah's Wesley Malgrem. Montague, with a poor gate, was blazing through the pack to rapidly move into second. Monty was applying intense pressure on the leader, Grall, throughout the back section. By the time lap two started, he had secured the lead. From there on, he really opened it up and shot across the finish line to win by a large margin. Montague's two wins earned him the overall crown in the class. Matt Grall's two seconds landed him in second overall, with Wesley Malgrem in third.

The 60cc Beginner classes were also in action, and Patrick Provencher pulled off the Superman imitation among these guys. He blasted to the lead in moto one, just ahead of Ryan Underbrink, Ronnie Goodwin and Cory Ayers. Flashing around the track, he opened up a big lead very

**(Left) Don Upton was the overall winner in the 250cc Pro class during round three of the SuperBowl of Motocross, held in Lancaster, California.**
**(Above) Brad Spencer (7) leads Paul Iwanaga and eventual winner Rod Spencer (rear) in the F-100 Vet Expert main event at round two of the Barn Burner Short Track Series in San Jose, California.**

quickly. Cory Ayers had fought his way into second, but now John Morrow moved up to challenge him. Provencher was long gone and coasted to an easy win while, behind him, a battle royal was raging between Ayers and Morrow for the next two spots. Morrow would come out on top by a slim margin over Allers, with Eric Whipple and Frank Iovino rounding out the top five.

Ryan Underbrink stormed into the lead to start race two. Patrick Provencher wasted no time muscling past for the lead. He stayed on the gas for a carbon copy of the first race, winning it going away. John Morrow finished a solid second over Frank Iovino.

**Results**

P/W (4-6) B: 1. Devin Marty (KTM); 2. Chris Procelle (Lem); 3. Kegan Tuttle (Yam); 4. Brett Harrison (KTM); 5. Halen Holt (Yam).

P/W (4-6) A: 1. Ronnie Goodwin (Act); 2. Tony Caputo (KTM); 3. Nicholas Renzi (Lem); 4. Andrew Iovino (Lem); 5. Cory Sibley (Lem).

P/W (7-8) A: 1. Cory Ayers (Lem); 2. Matt Harrison (KTM); 3. Kyle Lewis (Act).

60 BEG (6-8): 1. Chris Pennewell (Kaw); 2. Matt Harris (Kaw); 3. Sheldon Proscelle (Kaw); 4. Ronnie Goodwin (Kaw); 5. Ryan Underbrink (Kaw).

60 BEG (9-11): 1. Patrick Provencher (Kaw); 2. John Morrow (Kaw); 3. Frank Iovino (Kaw); 4. Eric Whipple (Kaw); 5. Cory Ayers (Kaw).

60 JR (6-8): 1. Mark Proscelle (Kaw); 2. Sean Thompson (Kaw).

60 JR (9-11): 1. Buck Gulley (Kaw); 2. Ryan Browt (Kaw); 3. Taylor Gilmore (Kaw); 4. Wesley Harris (Kaw); 5. Anthony Bart (Kaw).

80 BEG (6-11): 1. Matt Reincke (Hon); 2. Ronnie Underbrinkink (Yam); 3. Jeffrey Page (Kaw); 4. Erik Hodges (Suz).

80 BEG (12-16): 1. Mike Downey (Hon); 2. Jimi Harrie (Hon); 3. Mike Estes Jr. (Hon); 4. Brook Vaughn (Kaw); 5. Robby Westfall.

80 NOV (6-11): 1. Robby Woods (Hon); 2. Buck Gulley (Kaw); 3. Michael Parker (Hon); 4. Ty Morrow (Kaw); 5. Ryan Brown.

80 NOV (12-13): 1. Kevin Roberts (Hon); 2. Tony Westbay (Kaw); 3. Jason Lopez (Kaw).

80 NOV (14-16): 1. Ryan Wilson.

80 S/MINI: 1. Kenny Brumley (Kaw).

125 BEG: 1. John Meshkoff (Kaw); 2. Sean Kinshella (Yam); 3. Matt Mongeau (Kaw).

125 NOV: 1. Justin Vaughn (Kaw); 2. Derrick Polson (Yam); 3. Casey Mickle (Suz).

125 INT: 1. Brett Barney (Yam); 2. Jason Burton (Suz).

125 PRO: 1. Monte Montague (Suz); 2. Matt Grall (Hon); 3. Wesley Malgrem (Yam).

250 NOV: 1. Mark Hermann (Kaw); 2. Rick Essex (Hon); 3. Charley Rennie (Kaw).

250 INT: 1. John Edwards; 2. Westley Vaughn; 3. Jim Owens.

250 PRO: 1. Monte Montague (Suz); 2. Matt Grall; 3. Frankie Villegas (Hon).

MSTR 25+ BEG: 1. Cory Ayers (KTM); 2. Rory O'Neill; 3. Thomas Day; 4. Joseph Meyer (Hon); 5. Bobby Hunt.

MSTR 25+ INT: 1. Duane Holt (Hon); 2. Jim Owens; 3. Dean Cambell 4. Greg Stephens (Hon); 5. Paul Harbauel.

MSTR 40+ OPEN: 1. Dennis Chamberlain (Hon).

## Upton one-ups Lusk at SuperBowl of MX

**By Tony Alessi**

LANCASTER, CA, NOV. 15

Don Upton bagged the bear that is Ezra "Yogi" Lusk in the 250cc Pro class during round three of the SuperBowl of Motocross, held by Full Blown Promotions at the AV Fairgrounds.

Lusk, making his Honda debut on a Mike Gosselaar-tuned HRC CR250, roosted away from the field in the opening nine-lap sprint, while Upton and Brian Sweeny rounded out the top three.

For the restart, Upton would be given the pole position while Lusk would be relegated to last.

For incentive, each rider Lusk would pass was worth $50.

Lusk not only took off last but gave the Pros a healthy 12-second head start. Then he went to work, passing the Pros one by one until he moved into second.

Once into the runner-up spot, Lusk knocked three seconds per lap off of Upton's lead. Lusk made his pass on the final lap by performing a low-flying aerial maneuver. He seemed to be on his way to victory, but disaster struck when he stalled his machine a few turns from the finish and handed the victory to Upton.

"I don't care how I did it," Upton said, "but when they read the results in *Cycle News*, it will show Upton first and Lusk second."

Jeff Tilton and Brian Sweeny had a private battle for third that lasted all moto long, with Tilton getting the nod at the finish.

Team Green mini racer Mike Alessi put his new position-sensitive cavity shock - built by Charles Curnutt - to the test by jumping an 80-foot triple jump on a KX60 on all 12 laps of the 60cc (9-11) race. The giant leap was not performed by any other 60cc or 80cc racer, with the exception of pro mini rider Chris Tocco. Alessi swept all six motos en route to wins in the 60cc (9-11) and 50cc (7-9) Stock and Modified divisions.

Honda-riding hometown favorite Chris Gosselaar was upstaged by Team Yamaha's Bryan McGavran in the 125cc Intermediate class. Gosselaar ran off with an easy victory in the first moto, but McGavran held the cards in the all-important second moto and showed his rear fender to Gosselaar for the length of the moto to nab the night's overall win.

**Results**

P/W BEG: 1. Jake Morrow; 2. Cody Farrar; 3. Lee Saul; 4. Anthony Munoz; 5. Daniel Kariger.

P/W (0-6) S/STK: 1. Blake Baggett; 2. Hayden Commans; 3. Alan Jiron; 4. Michael Hall; 5. Nic Paluzzi.

P/W (0-6) MOD: 1. Donnie Kearney; 2. Blake Baggett: 3. Michael Hall; 4. Hayden Commans; 5. Nic Paluzzi.

P/W (7-9) S/STK: 1. Mike Alessi; 2. Bryce Terzian; 3. Chad Gores; 4. Scott Noble; 5. Tyler Hemme.

P/W (7-9) MOD: 1. Mike Alessi; 2. Bryce Terzian; 3. Mike Meade; 4. Chad Gores.

60 BEG: 1. Ryan Lasko; 2. Justin Mulford; 3. Riley Harper; 4. Blake Robertson; 5. Jake Hulett.

60 (0-8): 1. Tye Hames; 2. Jeff Allessi; 3. Jonathan Arana; 4. Chad Gores.

60 (9-11): 1. Mike Alessi; 2. Edward Herring; 3. Gerald Rodriguez; 4. Chad Herbert.

80: 1. Marcus Walker; 2. Nellshawn Walker; 3. James Jenkins.

80 NOV: 1. Edward Herring; 2. Jarred Browne; 3. Daniel Taft; 4. Kevin Hunter; 5. Ricky Hemme.

80 INT: 1. Chris Nihan.

80 OPEN: 1. Chris Tocco; 2. Chris Nihan; 3. Ricky Hemme; 4. Edward Herring; 5. Mike Schuneman.

125 BEG: 1. James Ward; 2. Kurt Nelson; 3. Garrett Stines; 4. Jeremy Ray; 5. Joey Dahl.

125 NOV: 1. Michael Meadows; 2. Brandon Milstead; 3. Brent Cain; 4. Richie Owens; 5. Clyde Adams.

125 INT: 1. Bryan McGavran; 2. Christopher Gosselaar; 3. Andreu Labrador; 4. Joel Nelson.

125 PRO: 1. Tim Langdon; 2. Espen Eliksta; 3. Donald Upton; 4. Doug Parsons; 5. Brian Sweany.

80 BEG: 1. Cory Baldwin; 2. Kevin Williams; 3. Lloyd Wren; 4. Riley Beckinger; 5. Adam Wilson.

250 BEG: 1. Steve Devoll; 2. Nick Jerome; 3. Shawn Callahan; 4. Tony Arnot; 5. Cecil Avery.

250 NOV: 1. Brandon Milstead; 2. Christopher Barrett.

250 NOV: 1. Brian Shaleen.

250 PRO: 1. Donald Upton; 2. Ezra Lusk; 3. Jef Tilton; 4. Brian Sweany.

GRL: 1. Crystal Pfoertner; 2. Tiffany Smith; 3. Bonnie Kelly; 4. Cassandra Memoli.

WMN: 1. Denise Engstrom; 2. Julie Higgins.

## Kunsman cooks at Barn Burner ST

**By Mykeal Clark**

SAN JOSE, CA, NOV. 8

Mike Kunsman skillfully used a front-row starting position to score his second main-event win in as many weeks at round two of the Barn Burner Short Track Series. Winning two in a row gives the San Jose racer the points lead in the race for the championship, which has a purse totaling $3000, with $1000 of that going to the champion.

Chief steward/starter Jerry Kennedy disqualified a few riders during the heat races for overly aggressive riding and took time before the feature to remind riders to control the adrenaline flow, noting that most had jobs to go to the next day.

Kunsman won with style. Rod Spencer took second and John Hlebo III took third. Spencer also won the Vet Expert main, with Brad Spencer second. Earlier in the evening, Rodney Spencer Jr. won the 60-80cc Expert main, suggesting that something might be in the water at the Spencer house.

In the Over 40 race, John Randolf led 9 3/4 laps of the 10-lap event, but Rod Lake stole the win at the checkered by less than half a wheel. Repeat winners from last week were Sean Jones on a KTM in the Pee Wee A/B class, Jared McWhirter in the Under 16 Novice class, and Louis Canepa in the Junior Vet class.

The rider count is growing at each race, with the greatest gain coming in the Pee Wee classes, as there were nearly 30 Pee Wee racers on hand. The kids all have bigtime fun and, as we all know, this is the future of our sport. The 60-80cc class is very competitive, with Rodney Spencer Jr., Sam Clark and Chris Touchatt mixing it up at every opportunity.

**Results**

P/W A/B: 1. Sean Jones (KTM); 2. Shawn Andrews (KTM); 3. Bruce Paulson Jr. (Yam); 4. Jamie Morelan (Yam); 5. Steve Bonsay (Yam).

P/W C1: 1. Travis Franklin (Yam); 2. Alex Azar (Yam); 3. Ricky Rinauro (Yam); 4. Casey Clifton (Yam); 5. Brent Heinrich (Yam).

P/W C2: 1. Eric Poth (Yam); 2. Steve Bonsay (Yam); 3. Frankie Garcia (Yam); 4. Mark Chaves (Yam); 5. Brent Tierman (Yam).

P/W PP: 1. Allyssa Jensen (Yam); 2. Angela Poth (Cob); 3. Emmi Doniak (Yam); 4. Stephanie Humes (Yam); 5. Lauren Wallace (Suz).

60-80 1: 1. Matt DeCamp (Hon); 2. D.J. Ulloa (Hon); 3. Derek Waters (Hon); 4. Robert Smith (Kaw); 5. Ronny Dominguez (Hon).

60-80 2: 1. Rodney Spencer Jr. (Yam); 2. Sam Clark (Hon); 3. Jason Grewe (Hon); 4. Chris Touchatt (Kaw); 5. Trevor Doniak (Yam).

F-100 (0-16) NOV STK: 1. Brandon Inderbitzen (Hon); 2. Jared McWhirter (Hon); 3. Chad Tomlinson (Hon); 4. Michael Canning (Hon); 5. Geoff Wiedel (Hon).

F-100 (0-16) NOV MOD: 1. Jared McWhirter (Hon); 2. Derrick Ponton (Hon).

F-100 (0-16) JR: 1. Bradley Spencer Jr. (Hon); 2. Freddy Poli (Hon); 3. Chris Canepa (Hon).

F-100 (16+) NOV STK: 1. Jeff Shultz (Hon); 2. Bryan Aguirre (Hon); 3. Josh Devonshire (Suz); 4. Richard Dayton (Hon); 5. Ryan Devonshire (Hon).

F-100 (16+) NOV MOD: 1. John Randolph (Hon); 2. Bryan Aguirre (Hon); 3. Michael Day (Hon); 4. Chris Neece (Hon); 5. Jay Kodstra (Hon).

F-100 (16+) JR: 1. Ken Wedingfeld (Hon); 2. Scott Heywood (Hon); 3. Louis Canepa (Hon); 4. Jesse VanKol (Hon); 5. Tony Rose (Hon).

F-100 (40+): 1. Rod Lake (Hon); 2. John Randolph (Hon); 3. Fred Poli (Hon).

MINI TR: 1. Mike VanLienden (Hon); 2. Joe McCoy (Hon); 3. Robbie Cadwallader (Hon); 4. Stu Cardott (Hon).

F-100 VET JR: 1. Louis Canepa (Hon); 2. Ken Wedingfeld (Hon); 3. Paul Armada (Hon); 4. Michael Day (Hon); 5. Chris Rudy (Hon).

F-100 VET EX: 1. Rod Spencer (Hon); 2. Brad Spencer (Hon); 3. Mike Kunsman (Hon); 4. Joe Carrera (Hon); 5. Paul Iwanaga (Hon).

F-100 PRO: 1. Mike Kunsman (Hon); 2. Rod Spencer (Hon); 3. John Hlebo III (Hon); 4. Joe Carrera (Hon); 5. Bill Arbogast (Hon).

## Outstanding MXers honored at MRA Banquet

**By Carl Davis**

LASALLE, MI, NOV. 9

The MRA held its 1997 awards banquet at the newly expanded LaRoys Hall with a capacity crowd on hand. Every rider who scored over 200 points on the year received a series jacket and a door prize.

Some outstanding riders took home High Point trophies. Kevin Storai's trophy was almost bigger than he was, but he had lots of help carrying it home.

Cameron Martinez and Barry Mayo racked up perfect scores, reeling in more than 25 wins over the year of racing. Cameron won in the micros and Barry won in the Vet classes.

Wayne Bennett was a double class winner, taking the 125cc Novice division and the 16-to-24-year-old division championships, while Barry Mayo took the Over 30, Over 35 and Over 40 classes.

**Results**

50 (4-6): 1. Cameron Martinez; 2. Kyle Straube; 3. Kelby Lambka; 4. Robert Goupill; 5. Tyler Keifer.

50 (7-8): 1. Shane Unkle; 2. Tony Perry; 3. Kyle Simone; 4. Courtney Knirk; 5. Kyle Kuderik.

50 SUPER (4-6): 1. Anthony Foust; 2. Trevor Donie; 3. James Schmaus; 4. Joey Dubowsky; 5. Austin Lett.

50 SUPER (7-8): 1. Jarrod Ing; 2. Greg Durivage; 3. Shane Unkle; 4. Kyle McConnell; 5. Damon Bauer.

80 P/W: 1. Kyle Kaylor; 2. Justin Cannon; 3. Dustin Houk; 4. Michael Kuderik; 5. Jacob Szych.

60 (7-11): 1. Steven Carnahan; 2. Kevin Storai; 3. Ashton Ing; 4. Corey Simone; 5. Kelin Ferguson.

85 BEG: 1. Joshua Bracken; 2. Broc Bauer; 3. Alan Strang; 4. David Merrill; 5. Kevin Storai.

85 NOV: 1. Kevin Jarvis; 2. Justin Larsen; 3. Mathew Nuber; 4. Renee Riendeau; 5. Andrew Janney.

85 EX: 1. Mike Suman; 2. Jeremy Ball; 3. Ryan Richardson; 4. Chris Talbot; 5. Matt Wilson.

125 JR: 1. Ian Hammond; 2. Gabriel Stahl; 3. Chad Gritzmaker; 4. Mike Suman; 5. Danny Little.

125 BEG: 1. Robert Greensheilds; 2. Jeff Hollowell; 3. Frank Gregory; 4. Justin Lambka; 5. Jared Sherman.

125 NOV: 1. Wayne Bennett; 2. Nathan Scheid; 3. Travis McFarland; 4. John Siebenaller; 5. Santiago Martinez.

125 INT: 1. Jason Foldes; 2. Troy Harwood; 3. Matt Ray; 4. Ian Hammond; 5. Guy Riendeau.

250 BEG: 1. Roy Murphy; 2. Mike Jennings; 3. Brandon Boone; 4. Jason Mailoux; 5. Kyle Cullen.

250 NOV: 1. Michael Radzinski; 2. Ronald Phipps; 3. Steve Gaggi; 4. Matt Vermilyea; 5. Don Stauffer.

250 INT: 1. Michael Ringel; 2. Dan Van Thomme; 3. Cory Gamertsfelder; 4. Michael Turi; 5. Matt Szorobura.

125/250 EX: 1. John Puttman; 2. Ian Hammond; 3. Jimmy Wilson; 4. Jake Davis; 5. John Kidd Jr.

16-24: 1. Wayne Bennett; 2. Matt Ray; 3. Rob Sohn; 4. Guy Riendeau; 5. Brad Dixon.

25+: 1. Nora Page; 2. Michael Ringel; 3. Bill Page; 4. Dan Van-Thomme; 5. Shane Bauman.

30+: 1. Barry Mayo; 2. Todd Detmer; 3. Dan Van Thomme; 4. Michael Ringel; 5. Steve Holland.

35+: 1. Barry Mayo; 2. Jeff Weber; 3. Eric Bauer; 4. Charles Rogers; 5. Don Stauffer.

40+: 1. Barry Mayo; 2. Rick Simpkins; 3. Rick Baldwin; 4. Charles Rogers; 5. Byron Cooley.

45+: 1. Rick Baldwin; 2. Eric Carlson; 3. Lynn Conway; 4. William Hagar; 5. Barry Mayo.

VINT-'89: 1. Jeff Carlson; 2. Steve Gaggi; 3. Neil Carlson; 4. Tad Hall; 5. Bryan Hamilton.

O/A H-PT: 1. Kevin Storai; 2. Shane Unkle; 3. Steve Gaggi; 4. Wayne Bennett; 5. Rick Baldwin.

## Adams, Pfeifer grab wins at WSIR Road Races

**By Eric Vincent**

ROSAMOND, CA, NOV. 15-16

Chuck Graves, the racer who has dominated the Willow Springs Motorcycle Club season this year, took the weekend off from racing, leaving Curtis Adams and Jack Pfeifer with the opportunity to take home victories in two key races of the 11th round of racing at Willow Springs International Raceway.

The victory was Adams' first this season in the Toyota Gold Cup Formula One Road Race series, which had been dominated by the absent Graves. In fact, Graves had won seven straight Formula One races at Willow Springs prior to this month, and has not only clinched the class championship, but appears certain to win the WSMC number-one plate this year.

Another class championship that Graves has won is the Coors Light/Tom Sera Racing/XYZ Clothing Formula Two GP series. That turned out to be one of the most exciting races of the day, as Jerry Evans Jr. powered into the lead off the line but was passed by Jack Pfeifer going into turn one. However, rounding turn two, Evans retook the lead. Holding onto third at that point was Karl Lowry Jr.

By the end of the third lap, Brian Parriott emerged in fourth after starting from the back of the grid. A lap later, as the leaders headed down the front straight, Pfeifer drafted and passed Evans to retake the lead on his Dunlop-shod Honda CBR600RR.

At the halfway point, Parriott was all over Lowry's rear tire and, as the racers rounded the first turn of lap six, Parriott found his mark and powered around Lowry. At the same spot in lap seven, Parriott used the same maneuver to get past Evans to move himself into second. At that point, the top four riders were all in a narrow pack and running nose to tail. On the final lap, as the riders rounded the long turn-eight sweeper, Parriott attempted to pass Pfeifer, but was denied. Evans moved alongside Parriott, but, exiting turn nine, Evans backed off - leaving Pfeifer with the win. He was followed by Parriott in second, Evans in third and Lowry in fourth.

"It doesn't get any better than this," declared Pfeifer from the victory podium. "It's a high!"

**Results**

F-1: 1. Curtis Adams (Suz); 2. Tokey Beck (Suz); 3. Dean Vincent (Yam); 4. Lance Holst (Suz); 5. Jack Pfeifer (Hon).

F-2: 1. Jack Pfeifer (Hon); 2. Brian Parriott (Hon); 3. Jerry Evans (Suz); 4. Karl Lowry Jr. (Hon); 5. Kenneth Chase (Suz).

F-3: 1. Vicky Jackson-Bell (Hon); 2. John Hopkins (Hon); 3. Michael Hannas Jr. (Hon); 4. Masahiro Iizuka (Hon); 5. Garvin Seekamp (Hon).

F-40: 1. David Perez (Duc); 2. Jeff Rheaume (Suz); 3. Peter Robbins (Duc); 4. David Molitor (Yam); 5. Craig Cook (Duc).

500 S/STK: 1. Roger Baker (Yam); 2. Butch Erwin (Yam); 3. Joe Hammond (Yam); 4. Steve Hill (Yam); 5. Jose Estrella (Suz).

600 S/STK: 1. Jack Pfeifer (Hon); 2. Jerry Evans (Suz); 3. Brian Kovarick (Hon); 4. Harold Winkles (Yam); 5. Kenneth Chase (Suz).

750 S/STK: 1. Lance Holst (Suz); 2. Frank Aragaki (Suz); 3. Bryce Gross (Suz); 4. Vincent Haskovec (Suz); 5. Matt Cusumano (Suz).

OPEN S/STK: 1. Curtis Adams (Suz); 2. Jeremy Toye (Hon); 3. Kevin President (Yam); 4. Robert Nelms (Suz).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Saturday: Dec. 27, SX (Novice & Beg.) - Motocross (Novice & Beg.)
Sunday: Dec. 28, Motocross (Int. & Expert) - Pro SX *(in excess of $18,500.)*

| Post Entries | Gate Fees | Gates Open | Sign Up Opens |
|---|---|---|---|
| $25. Per class Friday | $10. Per person per day | Fri. Dec. 26 6am - 10pm | Fri. Dec. 26 6:30am |
| $35. Per class Sat./Sun. | $15. For Sunday | Sat. Dec. 27 6am - 10pm | Sat. Dec. 27 6:30am |
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550 S/BK: 1. Jeremy Toye (Hon); 2. Marte Cooksey (Yam); 3. Jason Milloy (Yam); 4. Roger Baker (Yam); 5. Balz Renggli (Duc).

650 S/BK: 1. Brian Parriott (Hon); 2. Harold Winkles (Yam); 3. Dave Campbell (Hon); 4. Jerry Evans (Suz); 5. Kenneth Chase (Suz).

750 S/BK: 1. Lance Holst (Suz); 2. Frank Aragaki (Suz); 3. David Perez (Duc); 4. Matt Cusumano (Suz); 5. Vincent Haskovec (Suz).

OPEN S/BK: 1. Curtis Adams (Suz); 2. Dean Vincent (Yam); 3. Tokey Beck (Suz); 4. Kevin President (Yam); 5. Stephen Hewitt (Hon).

500 MOD PROD: 1. Jeremy Toye (Hon); 2. Marte Cooksey (Yam); 3. Jason Milloy (Yam); 4. Roger Baker (Yam); 5. Joe Hammond (Yam).

600 MOD PROD: 1. Harold Winkles (Yam); 2. Brian Parriott (Hon); 3. Bryan Kovarick (Hon); 4. Jack Pfeifer (Hon); 5. Kenneth Chase (Suz).

750 MOD PROD: 1. Lance Holst (Suz); 2. Frank Aragaki (Suz); 3. Ben Welch (Suz); 4. Matt Cusumano (Suz); 5. Vincent Haskovec (Suz).

OPEN MOD PROD: 1. Curtis Adams (Suz); 2. Jeremy Toye (Hon); 3. Kevin President (Yam); 4. Stephen Hewitt (Hon); 5. Cesar Meza (Hon).

BOT L/W: 1. Kevin Jump (Kaw); 2. Brian Long (Kaw); 3. Jeff Browne (Kaw); 4. Jose Estrella (Suz).

BOT M/W: 1. Michael Dube (Hon); 2. Mick Ofield (Duc); 3. Rick Pazen (Hon); 4. Robert Sgarbossa (Hon); 5. Kurt Andrews (Duc).

BOT H/W: 1. David Perez (Duc); 2. Craig Cook (Duc); 3. Peter Robbins (Duc); 4. Balz Renggli (Duc); 5. Jeff Pepiot (Duc).

500 SGL: 1. Larry Cochran (Hon); 2. Michael McNamara (Hon); 3. Paul Nielsen (Hon); 4. Carlin Dunne (Hon).

650 SGL: 1. Stuart Stratton (Hon); 2. Kevin Jump (Yam); 3. Jeff Rheaume (Suz); 4. Wayne Isaac (Yam); 5. Steve Hill (Yam).

F-SGL: 1. Stuart Knigge (W-R); 2. Larry Schnur (Duc); 3. Trevor Dunne (Jil); 4. Stuart Stratton (Hon); 5. Steve Hill (Yam).

VINT: 1. Lloyd Johnson (Duc); 2. Sean Robbins (Yam); 3. Clinton Whitehouse (Yam); 4. Larry Cochran (Hon); 5. Todd Boudreaux (Kaw).

500 NOV: 1. Michael Gensini (Hon); 2. Tony Oinuma (Hon); 3. Evans Brasfield (Kaw); 4. Pat Cody (MZ); 5. Kevin Athing (Suz).

501-650 NOV: 1. Mike Haaren (Hon); 2. Zareh Karimian (Kaw); 3. Alan Scalf (Yam); 4. Paul Soderquist (Hon); 5. Glen Binegar (Hon).

OPEN NOV: 1. Jeremy Horn (Tri); 2. Dan Smallwood (Hon); 3. Matthew Lapaglia (Suz); 4. Ron Burnette (Suz).

## Hart, Legarra triple at Woodland Motocross

**By Clay Light**

WOODLAND, WA, NOV. 15

Professional motocrosser Grayson Hart made a triumphant return to vintage motocross at the Vintage Dirt Racing-sanctioned vintage motocross at the Woodland MX Park, joining Larry Legarra as a three-class winner in round two of the series.

Legarra, a former AMA Expert dirt tracker, won the Over 40 Almost Vintage, Over 40 Vintage and Open Almost Vintage Expert classes, all with 1-1 sweeps. Hart did likewise in his 125, 250cc and Over 30 Expert rampages in superb November conditions.

Hart's day started off with him handily thrashing the combined 125cc class - at 22 riders, the day's largest class. First, though, he had to get around opening-lap leader Mickey Fay. Once out front, Hart built up a huge, untouchable lead, leaving Joe Casey to fend off both Fay and Bryan Clevenger in a second-place squabble which went Casey's way.

Fay also ran out front in the second moto, but the scenario was much the same as in moto one. Hart took the lead late on the opening lap and handily sped away. Fay and Casey battled back and forth throughout the majority of the moto, with Casey collecting runner-up laurels, good for second overall with a 2-2 score. Fay (with 4-3), Clevenger (with 3-4) and Jeff Pugh (with 5-5) filled out the top five in the Expert division.

Legarra's first overall win came in the 17-rider Over 40 Vintage class. Riding a 360cc Bultaco, Legarra led former 1970s Pro Bob Rush and Can-Am rider Chris Castles, who rounded out the top three in the Expert portion in both motos ahead of the top Intermediate rider, Ken Brynn, who used a 3-1 tally to top moto-one winner Randy Jungwirth.

Monty Price thumped to a win in the Four-Stroke Almost Vintage class aboard a Yamaha TT500. The lone Expert rider in the field outdistanced Intermediates Mark Studebaker and LaFaye McCarver and Amateur winner Kenny McCann to net the win.

A lengthy, injury-induced layoff didn't hamper Debbie Weller's performances in the Women's class. While Weller did trail Intermediate Luanne Swisher, she beat the rest of the field to top the Amateur class.

**Results**

XR 75: 1. John Trudeau; 2. Rob Roy Neilsen; 3. Alex Saario.

125 AM: 1. Rory Clevenger (Suz); 2. Wayne Estes (Yam); 3. Randy Ferguson (Suz); 4. Glen Finnerin (C-A); 5. Colby Campbell (Suz).

125 INT: 1. Rich Sipp Jr. (Suz); 2. Scott Fisher (Hon); 3. Jeff Anderson (C-A); 4. Steve Kauffman (Hon); 5. Harry Taylor (Hon).

125 EX: 1. Grayson Hart (Hon); 2. Joe Casey (Hon); 3. Mickey Fay (Hon); 4. Bryan Clevenger (Suz); 5. Jeff Pugh (Hon).

250 AM: 1. Kelly Smith (Yam); 2. Jim McFarland (Hon); 3. Chris Poitras (Hon); 4. Luann Swisher (Hon); 5. Sean Light (Bul).

250 INT: 1. Randy Brown (Yam); 2. Brian Swisher (Hon); 3. Chris Tames (Yam); 4. Todd Badham (Hon); 5. John Smith (Ric).

250 EX: 1. Grayson Hart (Hon); 2. Chris Castles (C-A); 3. Shawn Brown (Ric).

OPEN AM: 1. Tim Selander (CZ); 2. Darrell Kilgore (Yam); 3. Jim McFarland (CZ ): 4. Reid Saario (CZ); 5. Fred Harber (Yam).

OPEN INT: 1. Ken Brynn (CZ ): 2. Chris James (Yam); 3. Reece Dengler (CZ); 4. Henry Nelson (Hus); 5. Dave Anderson (Mai).

OPEN EX: 1. Rich Sipp (Yam); 2. Ron Fish (Yam); 3. Wade Weishaar (CZ); 4. Mark Envolsen (Hus).

30+ AM: 1. Roy Clevenger (Suz); 2. Terry Linde (Hon); 3. Robert Schulz (Hus); 4. Mark Stover (Yam); 5. G Glen Stover (Yam).

30+ INT: 1. Randy Jungwirth (Bul); 2. Jeff Pugh (Hon); 3. Bill Brown (Yam); 4. Marty Welter (Hon); 5. John Smith (Ric).

30+ EX: 1. Grayson Hart (Hon); 2. Ric Sipp (Yam); 3. Ron Fish (Yam); 4. Wade Weishaar (CZ).

40+ INT: 1. Kenny Brynn (CZ ): 2. Dana Salsman (Yam); 3. Randy Jungwirth (Bul); 4. Doug Powell (CZ): 5. Henry Nelson (Hus).

40+ AM: 1. Darrell Kilgore (Yam); 2. Fred Harber (Yam); 3. Keith Davies (Mai); 4. Mark Detwiler (CZ); 5. Dan Barker (CZ).

40+ EX: 1. Larry Legarra (Bul); 2. Bob Rush (CZ); 3. Chris Castles (C-A).

WMN AM: 1. Debbie Weller (Puc); 2. Ava Casey (Hon); 3. Nicole Sprague (Bul); 4. Cathy Brown (Yam); 5. Valerie Ulver (Yam).

WMN INT: 1. Luann Swisher (Hon).

PRE-'70: 1. Gene Boere (Tri); 2. Steve Sprague (Bul); 3. Ken Burningham (BSA); 4. Dean Newton (BSA); 5. Tom McFarland (Bul).

250 AV AM: 1. Jon Stuart (Hon); 2. Jack Rua (Hon); 3. Gary Boman (Mai); 4. Walter Welter (Bul); 5. John Windsor (Suz).

250 AV INT: 1. Bill Brown (Yam); 2. Steve Kauffman (Bul).

250 AV EX: 1. Joe Casey (Hon); 2. Kirk Williams (Hon); 3. Mike Alf (Yam).

40+ AV AM: 1. Dale Jacobus (Yam); 2. Eric Krask (Yam); 3. Mike Murray (Suz); 4. Mo Lehman (Hus); 5. Frank Campbell (Mai).

40+ AV INT: 1. Dale Hodson (Mai).

40+ AV EX: 1. Larry Legarra (Suz); 2. Mike Alf (Yam).

OPEN AV AM: 1. Jon Stuart (Hon).

OPEN AV INT: 1. Dale Hodson (Mai); 2. Chris James (Yam); 3. Brian Swisher (Yam); 4. Troy Harris (Yam); 5. Mitch Culbertson (Yam).

4-STRK VINT: 1. Gene Boere (Tri); 2. Ken Birmingham (BSA); 3. Dean Newton (Tri); 4. Alan Moore (AJS).

OPEN AV EX: 1. Larry Legarra (Suz): 2. Joe Casey (Hon); 3. Kirk Williams (Hon); 4. Monty Price (Yam); 5. John Ulver (Yam).

U/L: 1. Harold Wilkins (KTM); 2. Dan Vanderhevel (KTM).

4-STRK AV AM: 1. Kenny McCann (Yam); 2. Dan Froemmling (Yam); 3. Steve Mowan (Hon).

4-STRK AV INT: 1. Mark Studebaker (Hon); 2. LaFaye McCarver (Hon).

4-STRK AV EX: 1. Monty Price (Yam).

60+ AM: 1. Larry Linde (Yam); 2. Glenn Finneran (C-A); 3. Dan McCarthy (Hus).

60+ EX: 1. Harry Taylor (Hon).

50+ AM: 1. Tom Gloden (CZ); 2. Bill Schweitzer (Bul).

50+ INT: 1. Rick Downing (Bul); 2. Ken Burningham (BSA); 3. Tommy McFarland (Bul).

## Reynard dominates Oak Hill MX reopening

**By Jeff Cox**

DECATUR, TX, NOV. 16

The reopening of Oak Hill Motocross Park (in the Dallas/Fort Worth area) looks to be another good addition to northern Texas, and Primal Impulse/Suzuki team rider Robbie Reynard showed the Pros around the course en route to winning the 125 and 250cc Pro classes.

Comments from the riders about the track were full of praise regarding the excellent, loamy soil, the all-natural terrain and long lap times. The format was a split program, offering Amateur classes in the morning and Intermediate and Pro action in the afternoon. The morning temperatures delayed the day, with the ground left virtually frozen. However, once the riders took to the track, the surface carved up nicely, with many lines for passing.

**Results**

50 (4-6): 1. Rudy Figueroa.

60 (7-9): 1. Ricky Hacic II; 2. Chad Givens.

60 (10-11): 1. C.J. Mann.

80 BEG: 1. Chris Sieg; 2. Cody Drewek; 3. Matthew Forsythe; 4. Justin Jones; 5. Brent Willenborg.

80 (7-11): 1. Chad Givens.

80 (12-13): 1. Brandon Fulton.

80 (14-16): 1. Justin Smith; 2. Ronnie Baker.

80 OPEN: 1. Justin Smith; 2. Brandon Fulton; 3. Chris Sieg; 4. Brian Starnes; 5. Justin Jones.

125 BEG: 1. Mike Walsh; 2. Hults Stuart; 3. Toby Dunn; 4. James Hill; 5. Michael Nunnley.

125 NOV: 1. Billy Don Coxsey; 2. Robbie Shinn; 3. Mark Ary; 4. Danny Jones; 5. Brian Walker.

125 OPEN: 1. Chase Reed; 2. Johnny Marley; 3. Bryan Pirelli; 4. Shawn Smith; 5. Mark Ary.

125 INT: 1. Chase Reed; 2. Johnny Marley; 3. Shawn Smith; 4. Bryan Pirelli; 5. Mark Olley.

125 PRO: 1. Robbie Reynard; 2. Joey Pratt; 3. Ross Dhayer; 4. David Casada; 5. Brian Bacall.

25+ NOV: 1. Craig Cordes; 2. Brent Nalley; 3. Van Shuler; 4. Mike Fry; 5. Joey Farcom.

25+ INT: 1. Darren Brawn; 2. David Chandler; 3. Todd Heemsbergen; 4. Dan McKinley.

25+ EX: 1. Dennis Hawthorne; 2. D.L. Wood; 3. Sprint Haynes; 4. David Casada; 5. Jerry Joiner.

30+ NOV: 1. Brian Carlson; 2. Joey Marcom; 3. Mike Fry; 4. Brad Mills; 5. Rick Hacic.

30+ INT: 1. David Chandler; 2. Jim Campbell; 3. Dan McKinley; 4. Todd Heemsbergen.

30+ EX: 1. Dennis Hawthorne; 2. Jerry Joiner; 3. Mark Rakestraw; 4. Todd Watson.

40+: 1. Billy Smith; 2. Curt Phillips; 3. Gary Starnes; 4. John Talbot; 5. Rocky Miller.

250 BEG: 1. Patrick Doughty; 2. Joseph Osbon; 3. Doug Hill; 4. Clyde Patton; 5. Roy Cooper.

250 NOV: 1. Brian Walker; 2. Brent Nalley; 3. Brian Hiltz; 4. Adam Speirs; 5. Danny Jones.

250 OPEN: 1. Aubrey Cundall; 2. Bryan Cook; 3. Todd Gleason; 4. Brian Hiltz; 5. Bill Harrington.

250 INT. 1. Shawn Smith; 2. Bryan Pirelli; 3. Jeremy Meulman; 4. Aubrey Cundall; 5. Jason Watts.

250 PRO: 1. Robbie Reynard; 2. Dennis Hawthorne; 3. D.L. Wood; 4. Austin Squires; 5. Sprint Haynes.

## Livermore's Ditmore does more at Memorial MX

**By J.W. Carver**

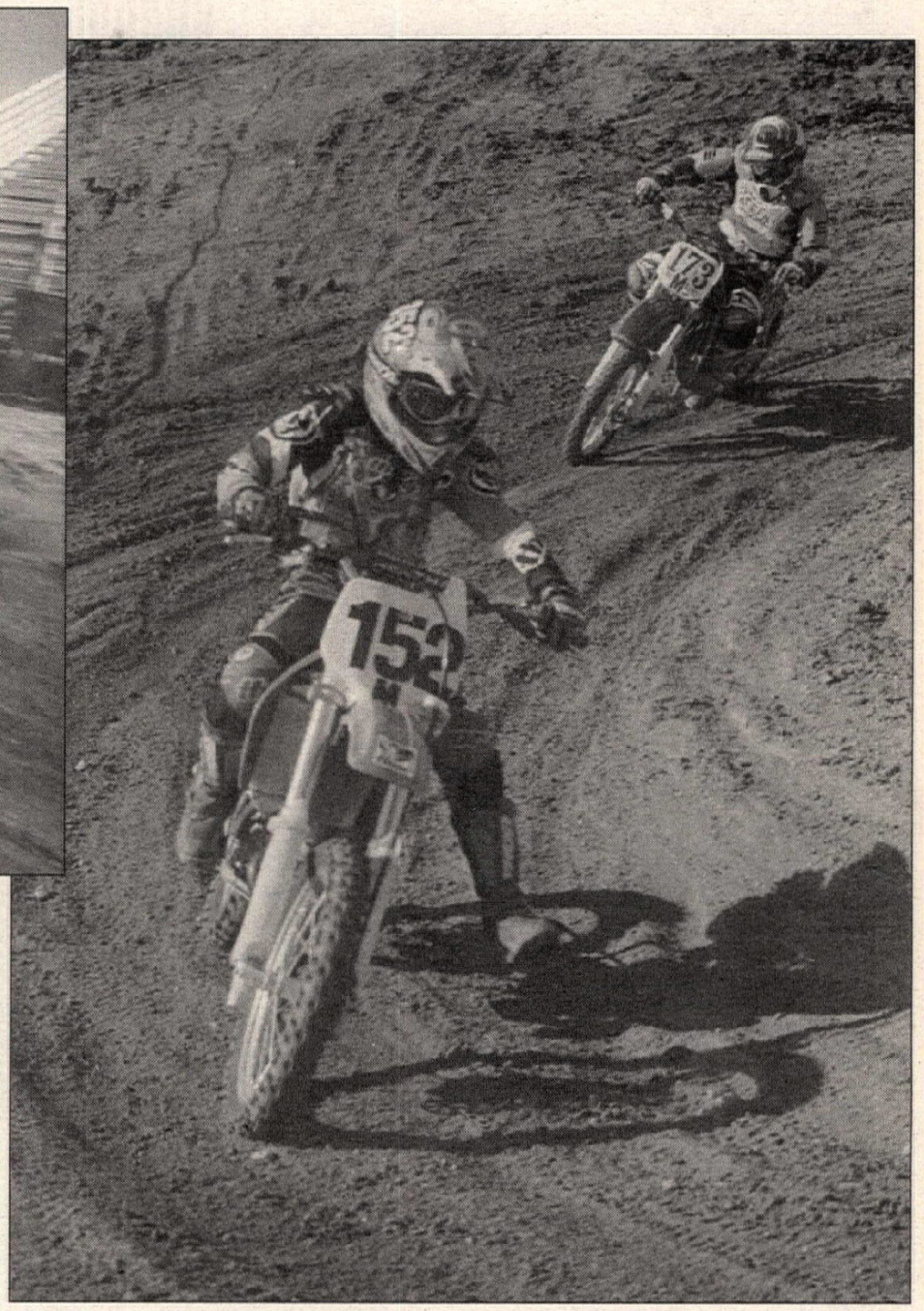
TULARE, CA, NOV. 2

Charles Ditmore of Livermore, California, barely beat out fellow Sportsman 500cc Novice racers David Starr and San Diegan Jeff O'Brien to take top honors at the inaugural Gerald Rogers Memorial Vintage Motocross, run at Tulare Raceway by Triple-M Racing. To get the overall win, Ditmore put together two first-place finishes aboard his race-weary CZ 400 to just edge Starr's immaculate Yamaha SC500 and O'Brien's truly vintage CZ 400.

In moto one, Ditmore got the holeshot but was followed closely throughout the race by a CZ that O'Brien had borrowed from Team Petrosplode only moments before the race when his usually reliable Bultaco broke. The Czech bikes of Ditmore and O'Brien were wheel to wheel for the duration of moto one, with O'Brien looking for room around Ditmore the whole race. But Ditmore, only 25, rode with savvy beyond his years and kept the more experienced O'Brien behind him. Starr took third.

Things got even tougher in moto two. Starr, from Alameda, California, jumped to the lead over his Bay Area neighbor, Ditmore, while O'Brien held down third. On lap two, the clutch in O'Brien's Petrosplode CZ suffered a "petrosplosion," and he was forced to limp along, trying to maintain third. Up front, Starr and Ditmore were engaged in the two-wheeled version of mortal combat. Starr's SC500 seemed to have the horsepower edge so crucial on Tulare's smooth, high-speed track, but Ditmore had the braking advantage, and as the race unfolded, it was clear Ditmore was zeroing in for a block-pass. In the final turn of the last lap, less than 20 yards from the checkered flag, Ditmore dived low, catching Starr as he went high on the berm. Ditmore took overall honors, and Starr's 3-2 garnered second. O'Brien took third with 2-3 finishes.

Under picture-perfect skies, the day and the competition were made all the more memorable as the racing was dedicated to longtime sportsman motorcyclist Gerald Rogers, who passed away recently after a lengthy battle with brain cancer. Rogers had been active in AHRMA motocross for many years, and seeing him race aboard an AJS or Matchless 650 twin with his brother David or good friend Eddie Crowell was a common sight at the Tulare track. However, Rogers invested more than just riding time in vintage racing. He was instrumental in getting the Tulare Raceway up to snuff and was a constant helper and volunteer on many significant construction projects. Even so, he always had



(Above) Pat Foster (78) overcame local favorite David Barrett to win the 250cc Pro class at Bishop, California's Tri-County Fairgrounds. (Right) Kyle Foltz (152m) held off Brian Melsheimer (173m) to win the 80cc Beginner class at the CRC Wild Turkey Grand Prix held in San Bernardino, California

time for the little deeds as well, and was often seen fixing a kid's flat tire or helping others in any way that he could.

Rogers will be sorely missed in the Tulare vintage racing community by both his fellow racers and the many others touched by his generosity and kindness.

### Results

WMN NOV: 1. Ellen Voernians (Hon); 2. Sharon Sampaulesi (Suz); 3. Linda Hatch (Bul); 4. Kim Ward (Yam); 5. Leslie Shipley (Yam).

WMN INT: 1. Debbie Poole (CZ)

30+ NOV: 1. Jeff Mitchell (Hon); 2. Rick Ziemer (Hon); 3. Mike Young (Hus); 4. Robert Sampaulesi (Suz); 5. Phil Nystrom (Hus).

30+ INT: 1. Louis Harker (CZ); 2. Dave Brosky (Hon), 3. Mike Schulhof (Hon); 4. Curt Fournier (Hon); 5. Christian Ortero (Suz).

30+ EX: 1. Matt Rohr (Tri); 2. Ed Sims (Hon); 3. Rod Dunivent (Hon).

40+ NOV: 1. Bill Goldfous (Mon); 2. Chris Pietrzyk (Hon); 3. Mike Allison; 4. Steve Adams (Hon); 5. Isaac Hull (Hon).

40+ INT: 1. Jerry Winklebaurer (Hon); 2. Darryl Alcorn (Mon); 3. David Mayreis (Mai); 4. Dennis Wainwright (Bul); 5. Tom Barnett (Hon).

40+ EX: 1. Randy Lewis (Ric); 2. Charlie Beck (Mai); 3. Rob Poole (BSA); 4. Dale Grecribalgh (Hon); 5. Harry Bellicitti (CZ).

50+ NOV: 1. Steve Lacey (Hon); 2. Lane Allen (Bul); 3 Dennis Rose (BSA); 4. Chuck Herron (BSA); 5. Don Wood (Yam).

50+ INT: 1. Doyle Cook (Suz); 2. Jack Monger (Hon); 3. Ron Clawson (Mai); 4. Terry Pratt (CZ); 5. Richard McCormick (Hon).

50+ EX: 1. Duane Spence (Hon); 2. Ken Gerard (Hon).

60+ NOV: 1. Chuck Herron (BSA); 2. Richard Mayer (Hon); 3. Mel Shapiro (Oss).

60+ INT: 1. Richard McCormick (Hon).

CLSSC 125 NOV: 1. Mike Folena (Ric).

CLSSC 125 INT: 1. Lee Fabry (Hod); 2. Doyle Cook (Zun).

CLSSC 125 EX: 1. Mark Barnett (Hus); 2. Ken Gerard (Hon); 3. Gary Davis (Hon); 4. J.D. Bramlet (Sac); 5. Harry Bellicitti (Hus).

CLSSC 250 NOV: 1. John Guilliford (Oss); 2. Eugene Crawford (AJS); 3. Debbie Poole (BSA); 4. Bill Samstag.

CLSSC 250 INT: 1. George White (AJS); 2. Gary Cochell (AJS); 3. Dave Duane (AJS).

CLSSC 250 EX: 1. Rob Poole (BSA).

CLSSC 500 NOV: 1. Chris Stafford (Hus); 2. Rick Wheeler (Ric); 3. John Koch (AJS); 4. Mike Lightfoot (BSA), 5. Jim Stone (BSA).

CLSSC 500 INT: 1. Frank Rodgers (BSA); 2. David DuVarney (Hus); 3. Gary Cochell (AJS); 4. Fuzzy Beeching (Duc).

CLSSC 500 EX: 1. Rick Doughty (Sac); 2. Charlie Beck (Mai).

PREM 500 INT: 1. David Janiec (AJS); 2. Terry Pratt; 3. Fuzzy Beeching.

PREM 500 EX: 1. Matt Hilgenberg; 2. Rob Poole.

PREM L/W NOV: 1. Bill Samstag (Gre).

PREM L/W INT: 1. Larry Madrigal (BSA).

PREM L/W EX: 1. Gary Davis; 2. Jack Ausmus.

PREM OPEN TW INT: 1. Norm Shields (Tri); 2. David Varjec (AJS); 3. Larry Madrigal (BSA); 4. Edward Crowell (Mat); 5. Marsh Runyon (H-D).

PREM OPEN TW EX: 1. Gary Davis (Tri).

SPTSMN OPEN TW NOV: 1. Pete Silva (Tri); 2. Jeff Weber (Tri).

SPTSMN OPEN TW INT: 1. Clark Sumner (Tri); 2. Kevin Jones (Yam); 3. Ron Clawson (Che-Tri).

SPTSMN OPEN TW EX: 1. Matt Rohr (Tri); 2. Don Howard (H-D); 3. Mike Haney (Tri); 4. Johnny Stevens (Tri).

SPTSMN 125 NOV: 1. Steve Adams (Hon); 2. Scott Silva (Yam); 3. Michael Folena (Ric).

SPTSMN 125 INT: 1. Mark LaCurelle (Hon).

SPTSMN 125 EX: 1. Rick Doughty (Mai); 2. Mark Arsenault (Hus).

SPTSMN 250 NOV: 1. Andy Montijo (Hon); 2. Jeff Mitchell (Hon); 3. Isaac Hull (Hon); 4. Carlos Fonze (Kaw); 5. Robert Sampaulesi (Suz).

SPTSMN 250 INT: 1. David Brosky (Hon); 2. Tom Barnett (Hon); 3. Mike Schulhoff (Hon); 4. Paul Miller (Hon); 5. Dale Brosky (Hon).

SPTSMN 250 EX: 1. Randy Lewis (Ric); 2. Greg Blazek (Hon); 3. Ed Sims (Hon); 4. Manuel Datan (Yam); 5. Steve Spragle (Yam).

SPTSMN 500 NOV: 1. Charles Ditmore (CZ); 2. David Starr (Yam); 3. Jeff O'Brien (CZ); 4. David Kean (Bul); 5. Evan Mykiebust (Hus).

SPTSMN 500 INT: 1. Mark Bledsoe (Hon); 2. Louis Harker (CZ); 3. Lee Fabry (Yam), 4. Christian Artero (Suz); 5. Brad Dehore (Yam).

SPTSMN 500 EX: 1. Greg Blazek (Mai); 2. Paul Selver (Hus); 3. Ron Dunivent (Hon); 4. Steve Sprague (Hus).

BMBR NOV: 1. Phil Reyes (Hus); 2. Terry Waters; 3. Mike Blackman; 4. Ted Gibbons (Hon).

BMBR INT: 1. Steve Sagely (Yam); 2. Kirk Freeman (Mai); 3. David Mayreis (Mai).

BMBR EX: 1. Randy Lewis (Mon); 2. Dennis McAdam (Yam); 3. Rick Doughty (Mai); 4. Rich Smith (Mai); 5. Steve Blattis (Yam).

## Foster fast at GSC MX

**By Rich Williams**

BISHOP, CA, NOV. 9

Pat Foster took top honors in the 250cc Pro class at his home track at Bishop's Tri-County Fairgrounds. Foster outraced another local favorite, David Barrett, who was taking a short break from playing motorcycle stuntman for the motion-picture industry.

Before the start of moto one, all bets were on Barrett, due to the fact that Foster had never won a race at this track. But no one told Foster that, and he came out swinging, nailing the holeshot, with Barrett in pursuit. Foster, perhaps sensing victory or encouraged by the spectators' cheers, rode like a man possessed. He shut the door on his friend Barrett, who tried every conceivable line available in an attempt to displace Foster to the runner-up slot, but it was not to be. Foster squeaked out the first-moto win in front of Barrett, Rob Brannon and Rich Macy, in that order.

Moto two was almost a carbon copy of moto one. Foster holeshot the start, but Barrett slipped in under Foster in corner two. Barrett's lead was short-lived, though, and by the next turn Foster had regained the lead. Some close moments occurred when Foster met up with backmarkers, but Foster was unstoppable and went on to win moto two and the overall, along with a sizable cash prize.

### Results

P/W 50: 1. Mark Scott (Yam); 2. Jarod Elbers (Yam).

P/W 60: 1. Chris Manzini (Kaw); 2. Richard Marchant (Kaw), 3. Christopher Hoodman (Kaw).

P/W 80: 1. Kevin Eberle (Yam); 2. James Benner (Hon); 3. Lauren Kauffman (Kaw); 4. Brian Smith (Yam).

P/V 100: 1. Derek Thomas (Kaw).

80 BEG: 1. Adam Cepeda (Yam); 2. Michael McCurry (Hon); 3. Daron Thomas (Hon); 4. Curtis Manzini (Suz); 5. Matt Lefever (Yam).

80 JR: 1. Dustin Nowak (Kaw), 2. Jeremy Torres (Hon); 3. Chris Taylor (Hon); 4. Casey Dean (Suz); 5. Marko Hendrick (Hon).

125 BEG: 1. Derek Riley (Yam); 2. Jordan Burroughs (Suz); 3. Jimmy Anderson (Yam); 4. Ryan Cockroft (Suz); 5. Steven Riley (Yam).

125 JR: 1. Josh Kauffman (Yam); 2. Rocky Auderried (Suz), 3. Dave Shelton (Suz).

250 BEG: 1. Matt Dixon (Yam); 2. Sean McGray (Hon).

250 JR: 1. Chad Banta (Hon); 2. Jason Sigier (Yam); 3. Ron Gladding (Yam); 4. Mike Johnston (Yam).

VET JR: 1. Doug Hoodman (Yam); 2. Luis Cepeda (Yam); 3. Dave Shelton (Suz); 4. Ed Elberle (Yam); 5. David Thomas (Hon).

SR NOV: 1. Marion Davis (Hon); 2. Phil Marchant (Yam); 3. Bill Lefever (Yam); 4. Vance Johnston (Yam); 5. Officer Day (Hon).

SR MSTR: 1. Ron McCoy (Hon); 2. Randy McCoy (Yam), 3. Randy Gillespie (Yam); 4. Murry Miller (Kaw).

OPEN: 1. Randy Peek (Hon); 2. Greg Coffman (Hon); 3. Matt Graeff (Kaw); 4. Mark Romey (Hon).

250 PRO: 1. Pat Foster (Suz); 2. David Barrett (Suz); Rob Brannon (ATK); R. Macy (Hon).

## Simon, Foltz fly at CRC Grand Prix

**By Greg Robertson**

SAN BERNARDINO, CA, NOV. 16

Scott Simon and Kyle Foltz found the high-speed Glen Helen Raceway Grand Prix course to their liking as they won the 80cc (7-11) and 80cc Beginner classes, respectively, during California Racing Club's Wild Turkey Grand Prix. This fourth round of the 10th annual Sponsorship Series saw Simon run away with his win, while Foltz had his hands full right up until the checkers waved.

Simon started his dominance of the class right from the dead-engine start as he grabbed an immediate lead over fellow Suzuki rider Edward Herring and Jared Minor. Within a lap, Simon had worked his FMF/AGV/Fox-backed RM up into the 80cc (12-13) class, which left the starting line 20 seconds earlier. Simon continued to pick off the older riders while maintaining a 10-second lead over Herring. In the end, it was Simon taking the win with a comfortable margin over Herring and Minor.

Andrew Petrie led the charge in the 80cc Beginner class for a couple of laps before Foltz came from his third-place start to make the pass. Brian Melsheimer passed Petrie for second a short time later and set out after Foltz. At one time, Foltz had a 10-second cushion on Melsheimer, but Melsheimer slowly inched closer until he was at his back fender when the white flag was thrown. Foltz kept his KX80 just out of the reach of Melsheimer for the well-deserved win. Petrie held on for third. Mike Epstein came out on top of a battle for fourth with Chris Epper.

Team Noleen's Daryl Ecklund and Scott Howe had an excellent dice for the lead in the 80cc (12-13) class for the first 25 minutes of the 45-minute race until Howe's tranny started making funny noises and he had to back off the pace. Ecklund took the win well ahead of Donnie Gritton and Kelly Tedder. Howe nursed his bike home for fourth, ahead of Nathan Pamintuan.

Johner Faulkner got around Mark Velcore on the opening lap to run away with the 80cc (14-16) win on his PAX/N-Style-sponsored CR80. At one point, Kevin Payne moved up into second place, but Valcore worked back into the runner-up position by the finish.

### Results

P/W BEG: 1. Jamie Dickson (KTM); 2. Frankie Aguirre (Yam); 3. Marcus Carrillo (Lem).

P/W YAM: 1. Mikey Garcia (Yam); 2. Brandon Doll (Yam); 3. Chris Bell (Yam).

S/STK (0-6): 1. Jacob Lee Buelna.

S/STK (7-9): 1. Nicholas Evans (KTM); 2. Shawn Butler (Act); 3. Ken Slater (Cob); 4. Logan Russell (KTM).

60 BEG: 1. Justin Mulford (Kaw); 2. Jimmy Williams (Kaw); 3. Tyler McComb (Kaw); 4. Shawn Butler (Kaw).

60 (0-8): 1. Douglas Carter (Kaw); 2. Jonathan Arana (Kaw); 3. Timmy Ritzler (Kaw).

60 (9-11): 1. Randall Hall (Kaw); 2. Garrett Norr (Hon); 3. Cody Sandefer (Kaw).

80 BEG: 1. Kyle Foltz (Kaw); 2. Brian Melsheimer (Yam); 3. Andrew Petrie (Kaw); 4. Mike Epstein (Hon); 5. Chris Epper (Yam).

80 (7-11): 1. Scott Simon (Suz); 2. Edward Herring (Suz); 3. Jared Minor (Hon); 4. Dave Carter (Kaw); 5. Carson Mullen (Suz).

80 (12-13): 1. Daryl Ecklund (Yam); 2. Donnie Gritton (Kaw); 3. Kelly Tedder (Suz); 4. Scott Howe (Yam); 5. Nathan Pamintuan (Hon).

80 (14-16): 1. Johner Faulkner (Hon); 2. Mark Velcore (Yam); 3. Kevin Payne (Hon); 4. Sam Scanlon (Hon).

B/W: 1. Brandon Woods (Hon); 2. Dustin Bradley (Kaw).

125 BEG: 1. Jimmy Eberle (Yam); 2. Kevin Jennings (Suz); 3. William Klein (Kaw); 4. Robert Sutton (Hon); 5. Jeff Verseput (Yam).

125 NOV: 1. Jeff Eide (Hon); 2. Michael Meadows (Yam); 3. Eric Anderson (Kaw); 4. Brandon Milstead (Suz); 5. Eddie Laret (Kaw).

125 INT: 1. Gerrit Ordelman (Yam); 2. Ryan Orr (Yam); 3. Levi Reid (Yam); 4. Nick Mairose (KTM); 5. Chris Thompson (Suz).

125 PRO: 1. Danny Carlson (Yam); 2. Dustin Evans (Suz).

250 BEG: 1. David Dubois (Hon); 2. Mike Moye (Hon); 3. Darren Ebberts (Yam); 4. Carl Aquilar (Yam); 5. Dennis Wagoner (Hon).

**Eric Fleming (39) leads eventual 125cc Novice-class winnner J.J. Bonanno (519) at round one of the SSC/T&O Kawasaki Winter Warmup MX Series, held at Castaic Motocross in Southern California.**

250 NOV: 1. Ryan Doty (Kaw); 2. Christopher Barrett (Hon); 3. Brian Sherred (Hon); 4. Dusty Nabor (Yam).

250 INT: 1. Chris Neitzel (Kaw); 2. Chris Honnold (Kaw); 3. Todd Campbell (Kaw); 4. Gary Trachy (Yam); 5. Jon Zahrt (Kaw).

250 PRO: 1. Gordon Ward (TM).

500 BEG: 1. Paul Crouch (Hon).

500 INT: 1. Mark Durand (Hon).

JR VET BEG: 1. Rick Valenzuela (Yam); 2. Shy Moshe (Suz); 3. Keith Samson (Yam); 4. Brian Horton (Yam).

JR VET NOV: 1. Eric Lathrop (Kaw); 2. William Welchhance (Hon); 3. Gabi Abayou (Hon); 4. Assaf Alush (Kaw).

JR VET INT: 1. Chuck Kober (Suz); 2. Robbie Dunham (Yam); 3. Brad Pietro (Suz); 4. Joseph Hamor (Yam).

VET BEG: 1. Ray Ritzler (KTM); 2. Sean Ireland (Hon); 3. Russ Schouler (Hon); 4. Kory Russell (Hon); 5. Ken Kinnucan (Yam).

VET NOV: 1. Steve Moreno (Hon); 2. David Dubois (Hon); 3. Joel Plavajica (Hon); 4. Darren Staffer (Hon); 5. David Mullen (Hon).

VET INT: 1. Rodney Morrison (Hon); 2. Tom Hunter (Hon); 3. Vince Baioni (Hon); 4. Mike Licitra (Hon); 5. Ken Tapert (Kaw).

VET EX-PRO: 1. Jon Zahrt (Kaw); 2. Tim Telford (Hon); 3. Frank Costanzo (Hon); 4. Doug Yarnell (Yam).

SR AM: 1. Bob Baron (Hon); 2. Bret Leef (Kaw); 3. David McPherson (Hon); 4. Donnie Quanstrom (Hon); 5. Bob Dunham (Yam).

SR INT-EX: 1. Willie Kennedy (Hon); 2. Edwardo Flippo (Hon); 3. Steve Clark (Suz); 4. Randy Anderson (Yam); 5. Pete Vetrano (TM).

O/T JR VET: 1. Greg Robertson (Yam).

O/T NOV: 1. Sam English; 2. Fred Kalmick (Kaw); 3. Steve Popjoy (Kaw); 4. John Webb (Hon); 5. Raleigh Webster.

O/T AM: 1. Dennis Tooman (Kaw); 2. Keith Chadwick (Hon); 3. Don Meiner (Hon); 4. Charles Watanabe (Hon); 5. Richard Bealer (Yam).

O/T EX: 1. Alan O'Brien; 2. George Lazenby (Kaw): 3. Scott McDonnall (Hon); 4. Jim McConnell (Kaw); 5. Steve Anderson (Yam).

O/T MSTR A: 1. Willie Kennedy (Hon); 2. Edwardo Flippo (Hon); 3. Steve Clark (Suz).

O/T MSTR B: 1. Lee Johnson (Hon); 2. Mike Chesbro (Hon); 3. Jack Kell (Hon).

**Team Race**

BEG TM: 1. John Bartol/Keith Samson; 2. Raul Aquilar/Brian Smith; 3. Lance King/Mike Massa.

80 TM: 1. Kyle Foltz/Drew Petrie.

IRONMAN 80: 1. Nathan Pamintuan; 2. Jared Minor; 3. Mitchell Alsobrook.

## Payne potent at Castaic MX

**By Tony Alessi**

CASTAIC, CA, NOV. 16

It was certainly a green day after T&O Kawasaki teammates Billy Payne and R.J. Thompson took control of the top two spots in the 125cc Intermediate class during round one of the SSC/T&O Kawasaki Winter Warmup MX Series, held at Castaic Motocross. Thousand Oaks Kawasaki was offering shop contingency money to any Kawasaki rider and also donated a 1997 Kawasaki KX125 to the series.

Last year's 100cc Grand National Champion, R.J. Thompson, made his 125cc Intermediate-class debut a memorable experience by pulling the holeshot in the first moto.

"It really feels good to be riding a 125," Thompson said. "I led for a lap, but Billy got by."

Payne took over the lead on the second lap and roosted away to a commanding lead, followed by Swedish Pro racer Espen Blikstad, who also passed Thompson. Payne went on for a convincing moto victory well ahead of the Pros while Thompson showed awesome control and style en route to a second-place finish in front of Jeremy Santoro, Lanny Turner and Joel Nelson.

The second moto saw a pileup just after the start.

"Some guy just went flipping in front of me," Payne said. "I had to almost stop because he bounced right in front of me."

Thompson had a shot at the lead but he, too, had problems.

"Some Vet guy crossed lines with me, and I hit him and fell," Thompson reported.

Lanny Turner took over the lead and led for about two laps before Payne blasted by. The rest was history, as Payne pulled away for the moto and overall victory in front of Turner, Thompson and Santoro.

Payne returned for a double moto victory in the 250cc Intermediate class as well, where he topped Jason Wood, Santoro and Pat Wade.

Hayden Commans seems to be making a name for himself in the Pee Wee ranks by dominating the field of 4-to-6-year-old racers. Commans ran off and hid during both motos, topping high-flying Davi Meade, 4-year-old Chris Plouffe, Kyle Smith and Jake Lacey.

The Vet Intermediate class saw a duel develop between Mike "Chicken" Little and the ever-popular Eric "Little Guy" Casas. In the end, Casas had the style and the look, but Little had the speed and the strength, and he posted the overall victory in front of Casas, Jef Harriott, Ed Guarjardo and Eric Fleming.

**Results**

50 (4-6): 1. Hayden Commans (KTM); 2. David Meade (Cob); 3. David Plouffe (KTM); 4. Kyle Smith (KTM); 5. Jake Lacey (KTM).

50 (7-9): 1. Mike Alessi (KTM); 2. Mike Meade (Cob); 3. Bryce Terzian (KTM); 4. David Medina (KTM); 5. Lance Coury (KTM).

50 (7-9) YAM: 1. Justin Eubanks (Yam); 2. Danielle Underwood (Yam).

60 (0-8): 1. Jeff Alessi (Kaw); 2. Mike Meade (Kaw); 3. Tanner Alexander (Kaw); 4. Lance Coury (Kaw); 5. Kyle Smith (Kaw).

60 (9-11): 1. Ryan Malherbe (Kaw).

80 BEG: 1. Tate Misiaszek (Kaw); 2. Adam Taki (Kaw); 3. Tanner Alexander (Yam); 4. John Bagge (Hon).

80 NOV (7-11): 1. Bruce Wilkinson (Hon); 2. Brett Mountain (Yam).

80 (12-16): 1. Chad Frank (Hon); 2. Jared Williams (Kaw); 3. Mike Hale (Kaw); 4. Richard Eubanks (Yam); 5. Robert Clark (Hon).

80 INT: 1. J.R. Terry (Yam); 2. Vincent Rhoads (Yam).

80 S/MINI: 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Bruce Wilkinson (Hon); 4. Brett Mountain (Yam); 5. Mike Hale (Kaw).

125 BEG: 1. Brad Stanley (Kaw); 2. Joshua Steere (Suz); 3. Wes Clark (Kaw); 4. A.J. Stogner (Yam); 5. Chad Henderson (Kaw).

125 NOV: 1. J.J. Bonanno (Yam); 2. Donnie Durrer (Suz); 3. Colin Morrison (Hon); 4. Brian Terry (Yam); 5. Brad Terry (Yam).

125 INT: 1. Billy Payne (Kaw); 2. R.J. Thompson (Kaw); 3. Lanny Turner (Hon); 4. Jeremy Santoro (Kaw); 5. Joel Nelson (Yam).

125 PRO: 1. Espen Blikstad (Yam).

250 BEG: 1. Richard Caetano (Suz); 2. Kip Contreras (Hon); 3. Steve Terry (Kaw); 4. Jared Ritchie (Hon); 5. Chris Drager (Hon).

250 NOV: 1. Brad Terry (Yam); 2. Mike Embry (Yam); 3. Brian Terry (Yam); 4. Rob Lelm (Kaw).

250 INT: 1. Billy Payne (Kaw); 2. Jason Wood (Suz); 3. Jeremy Santoro (Kaw); 4. Patrick Wade (Kaw).

500 NOV: 1. Eric Fleming (Kaw).

JR VET BEG: 1. David McCarthy (Hon); 2. Rocky DiMarco (Suz); 3. Mark Eckmann (Yam).

JR VET NOV: 1. Terry Davis (Hon).

JR VET INT: 1. Ed Guajardo (Suz); 2. Brad Thorn (Yam).

VET BEG: 1. James Gartland (Kaw).

VET BEG 30+: 1. Mark Fields (Yam); 2. Mike Malgerbe (Yam); 3. Kip Contreras (Hon); 4. Larry Williams (Hon); 5. Robert Leonard (Kaw).

VET NOV 30+: 1. Eric Hameister (Yam); 2. Mark Stuen (Hon); 3. Joey Ozaren (Kaw).

VET INT 30+: 1. Mike Little (Suz); 2. Eric Casas (Kaw); 3. Jef Harriott (Kaw); 4. Ed Guajardo (Suz); 5. Eric Fleming (Kaw).

VET INT 40+: 1. Joe Root (Kaw).

VET EX 40+: 1. Jef Harriott (Kaw).

## Willard wins at Honda Hills MX

**By Rupert X. Pellett**

LINVILLE, OH, NOV. 2

Local racer Michael Willard lives right across the street from Honda Hills MX, and the young superstar used his familiarity with the circuit to his advantage as he swept both motos of 60cc action and went 2-1 to take the Mini Junior class.

While this talented youngster wins almost anyplace he goes, the F&S Suzuki-sponsored racer absolutely hauls at Honda Hills. In the 60cc motos, Willard ran off from the pack to leave the second-place battle to Craig Thomas and Chris Chapman. Thomas ultimately took second place behind Willard with his 3-2 finishes, besting Chapman' 2-3 finishes.

In the 80cc Mini Junior class, Willard faced opposition from upstart Dillion Rhoades, also F&S Suzuki-mounted, and Chris "Milkman" Whitcret, another Mini superstar. Rhoades was incredible in moto one, taking the win ahead of Willard and Jeff Roelle in third place. Moto two was all Willard as he romped to the win over Rhoads and Whitcraft.

Bill Leake was the older man to beat, as the Zanesville native whipped all comers in all four motos of the Over 25 and 40 divisions. Track owner Scott Caldwell flew his Yamaha around in the Over 30 class to take both wins, while Rod Hook jammed his black Suzuki to both wins in the 250cc B class.

**Results**

50 (4-6): 1. Nathan Heskett (Cob); 2. Judson Coakley (Act); 3. Mitchell Taylor (KTM); 4. Ryan Kerr (KTM); 5. Brandon Wheeland (Yam).

50 (7-8): 1. Aaron Kline (Cob); 2. Chris Urban (Act); 3. Zach Wheeland (Lem); 4. Andrew Murname (KTM); 5. Jimmy Wilson (KTM).

65: 1. Michael Willard (Kaw); 2. Craig Thomas (Kaw); 3. Chris Chapman (Kaw); 4. Haven Holdcroft (Kaw); 5. Aaron Kline (Kaw).

80 (7-11): 1. Michael Willard (Suz); 3. Dillion Rhoades (Suz); 3. Chris Whitcraft (Suz); 4. Jeff Roelle (Yam); 5. Chris Chapman (Kaw).

80 (12-15): 1. David Whitcraft (Suz); 2. Andy Willard (Suz); 3. A.J. Meade (Kaw); 4. Willy Browning (Yam); 5. Ross Adams (Yam).

25+: 1. Bill Leake (Yam); 2. Scott Caldwell (Yam); 3. Rob Bingman (Suz); 4. Richard Spangler (Kaw); 5. Dave Horn (Suz).

30+: 1. Scott Caldwell (Yam); 2. Richard Spangler (Kaw); 3. Greg Barenthin (Yam); 4. Brian Norman (Hon); 5. Rob Minton (Hon).

40+: 1. Bill Leake (Yam); 2. Joe Collins (KTM); 3. Bill Blaney (Kaw); 4. Kevin Haydocy (Yam); 5. Dale Whyde (Kaw).

125 B: 1. Larry Walker (Hon); 2. James Chapman (Hon); 3. Wesley Boyd (Suz); 4. Tony Brown (Hon); 5. Steven Chapman (Kaw).

250 B: 1. Rod Hook (Suz); 2. Brian Duston (Yam): 3. John McCumber (Hon); 4. Tony Brown (Hon); 5. Bryant Torres (Kaw).

## Thomas takes three at Southeastern MX Banquet

**By Kyle Myers**

REDDICK, FL, NOV. 9

The 10th annual Southeastern Regional Motocross Championships and Awards Banquet was held at Motocross of Marion County, and Jason Thomas scored a hat trick by winning the 16-24, 125cc and 250cc A classes. Thomas collected the largest cut of the 150-percent payback and also enjoyed the HSKS famous pig-roast dinner.

In the 125cc A action, Thomas led from start to finish in both motos, as Jeff Carmilmani and Ryan Kelley battled for the runner-up spot with Carmilmani getting the nod for second overall.

The first 250cc A moto saw Thomas score the easy win over John Fesler and Marcus Pedrero. In moto two, Fesler kept Thomas honest for the entire moto but could not make a pass for the overall win.

T.J. Rhonelli was the only double class winner, as he won the Pee Wee (7-8) and 60ccc (5-8) divisions. Rhonelli also won the Pee Wee (7-8) and Pee Wee Modified-class championships at the awards banquet.

HSKS-backed Ryan Davis, who is sidelined with an injury, won the championships in the 80cc (12-15) and Super Mini classes at the awards banquet, as well as picking up the honors for earning the most points in the series. CN

**Results**

P/W (4-6): 1. Ashley Vickery (Cob); 2. Troy Smith (Cob); 3. Ken Hill (Cob); 4. Brenton Alloway (Cob); 5. Joe Greschner (Cob).

P/W (7-8): 1. T.J. Rhonelli (Cob); 2. Colten Maynard (Cob); 3. Kyle Keylon (Cob); 4. Mike Rome (Cob); 5. Ted Brown (Cob).

P/W MOD: 1. Colten Maynard (Cob); 2. Ashley Vickery (Cob); 3. T.J. Rhonelli (Cob); 4. Corey Woodard (Cob); 5. Brenton Alloway (Cob).

60 (5-8): 1. T.J. Rhonelli (Kaw); 2. Kyle Keylon (Kaw); 3. Colten Maynard (Kaw); 4. Corey Woodard (Kaw); 5. Shane Brief (Kaw).

60 (9-11): 1. Kyle Williamson (Kaw); 2. Don Solley (Kaw); 3. Randy Gamble (Kaw); 4. Jon Camp (Kaw); 5. Dan Stan (Kaw).

80 (7-11): 1. Davi Millisap (Suz); 2. Kyle Chisholm (Kaw); 3. Dale Kump (Hon); 4. Philip Hewett (Kaw); 5. Bobby Lucroy (Suz).

80 (12-15): 1. Shawn Mayo (Kaw); 2. J.R. Brewer (Yam); 3. Chris Smith (Hon); 4. Ian Hewett (Kaw); 5. Eric Stewart (Suz).

S/MINI: 1. Tony Stokes (Kaw); 2. Dale Kump (Hon); 3. J.R. Brewer (Yam); 4. Shawn Mayo (Kaw); 5. Ian Hewett (Kaw).

125/250 BEG: 1. B.J. Campbell (Yam); 2. Jess Boyd (Hon); 3. Marc White (Hon); 4. Mike Hace (KTM); 5. Jim Porte (Hon).

125 A: 1. Jason Thomas (Kaw); 2. Jeff Carmilmani (Hon); 3. Ryan Kelley (Kaw).

125 B: 1. Kyle Myers (Suz); 2. Dustin McKenzie (Kaw); 3. Jim Prevatte (Yam); 4. Andrei Boloni (Suz); 5. Mike East (Yam).

125 C: 1. Tom Parsons (Kaw); 2. Ronnie Monk (Suz); 3. Jesse Blair (Hon); 4. Butch Fowler (Yam); 5. Brian Nagele (Yam).

250 A: 1. Jason Thomas (Kaw); 2. John Fesler (Yam); 3. Marcus Pedrero (Suz).

250 B: 1. Steve Dumond (Yam); 2. Corey Willey (Kaw); 3. Mark Kells (Hon).

16-24: 1. Jason Thomas (Kaw); 2. Tom Parsons (Kaw); 3. Dustin McKenzie (Kaw); 4. Jesse Blair (Hon); 5. Brian Nagele (Yam).

25+: 1. Marcus Pedrero (Suz); 2. Steve Dumond (Yam); 3. Kyle Myers (Suz); 4. Chris Wood (Yam).

30+: 1. Drew Justice (Yam); 2. Jim Bennett (Hon); 3. Brian Whitcomb (Hon).

35+: 1. Drew Justice (Yam); 2. Pete Zarcone (Suz); 3. Danny Rokosky (Suz); 4. Joe Steidl (Hon); 5. Brian Whitcomb (Hon).

40+: 1. Bill Hagar (Hon); 2. Doug Hammond (Yam); 3. Lou Whitney (Hon); 4. Bill Mast (Kaw); 5. John Gill (Yam).

50+: 1. Bill Hagar (Hon); 2. Doug Hammond (Yam); 3. Lou Whitney (Hon); 4. Pat Mills (Kaw).

# RESULTS

## Road Race
## CRA 1997
## Championship Series

U/L S/SPRT EX
Tom Maier
Steve Long
Mark Dargis
James Bryant
Erik Paulsen
U/L S/SPRT NOV
Jason Karolevitz
Sean France
Jon Hicks
Todd Hoekstra
Rich Nelson
L/W S/SPRT EX
Brad Banister
Sean Mowry
Mark Mlinar
Luan Nguyen
John Secher
L/W S/SPRT NOV
Craig Nekola
Janaka Bolduc
Paul Ellman
Al Bohl
Kent Larson
M/W S/SPRT EX
Steve Ortiz
Brad Zajic
Kurt Schuschke
Steve Johnson
Dan Brody
M/W S/SPRT NOV
Robert Jensen
Cory Comstock
Michael Kahlstorf
Jeff Friesen
Artie Alman
H/W S/SPRT EX
Richie Rubenzer
Brad Zajic
Steve Ortiz
Scott Ruehle
Fred Marriott
H/W S/SPRT NOV
Robert Jensen
Cory Comstock
Kurt Wry
Michael Kahlstorf
Tom Bonin
U/L S/SPRT EX
Brad Zajic
Kurt Schuschke
Richie Rubenzer
Steve Ortiz
Scott Ruehle
U/L S/BK EX
Glen Christianson
Dr. Rob Tuluie
Mark Dargis
Chris Morken
Steve Long
U/L S/BK NOV
Christopher Spargo
Mark Foster
Wade Skarsten
Jason Karolevitz
Jon Hicks
L/W S/BK EX
Sean Mowry
Andrew Falk
Brad Banister
John Secher
Mark Dargis
L/W S/BK NOV
Paul Ellman
Craig Nekola
Janaka Bolduc
Al Bohl
Steven Watson
M/W S/BK EX
Steve Johnson
Brad Zajic
Steve Ortiz
Kurt Schuschke
Brant Freeburg
M/W S/BK NOV
Robert Jensen
Cory Comstock
William Logan
Jeff Winston
Tom Bonin
H/W S/BK EX
Scott Ruehle
Brad Zajic
Kurt Schuschke
Steve Ortiz
Richie Rubenzer
H/W S/BK NOV
Robert Jensen
Cory Comstock
Kurt Wry
Jeff Friesen
Tom Bonin
U/L S/BK EX
Marc Chiodo
Richie Rubenzer
Greg Fryer
Steve Ortiz
Scott Ruehle
L/W SPTSMN S/BK EX
Dr. Rob Tuluie
Tom Maier
Mark Toso
Glen Christianson
Drew Jaeger
L/W SPTSMN S/BK NOV
Janaka Bolduc
Mark Foster
Christopher Spargo
John Ryti
Sean France
M/W SPTSMN S/BK EX
Sean Mowry
Andrew Falk
John Sechef
Brad Banister
Steve Ortiz
M/W SPTSMN S/BK NOV
Paul Ellman
Steven Watson
Kent Larson
David W. Vogel
Craig Nekola
U/L GP EX
Bryan Okubo
Glen Christianson
Jeff Japs
Dr. Rob Tuluie
Mark Dargis
U/L GP NOV
James Boudreau
Mark Foster
Christopher Spargo
John Ryti
Jon Hicks
L/W GP EX
Bryan Okubo
Sean Mowry
Andrew Falk
Glen Christianson
Steve Ortiz
L/W GP NOV
Paul Ellman
Craig Nekola
Al Bohl
James Boudreau
Kent Larson
M/W GP EX
Brad Zajic
Steve Johnson
Bryan Okubo
Steve Ortiz
Mark Dargis
M/W GP NOV
Robert Jensen
Cory Comstock
Jeff Friesen
William Logan
Tom Bonin
H/W GP EX
Richie Rubenzer
Steve Ortiz
Brad Zajic
Kurt Schuschke
Fred Marriott
H/W GP NOV
Kurt Wry
Cory Comstock
Jeff Friesen
Jason Mars
Kenne Baumhofer
U/L GP EX
Marc Chiodo
Steve Ortiz
Richie Rubenzer
Greg Fryer
Kurt Schuschke

## Short Track
## Action Speedway
## Mineola, TX
## October 30
## By Jeff Harder

| | |
|---|---|
| P/W | |
| Blake Snyder | Hon |
| Bradly Harder | Lem |
| 80 | |
| Jeffrey Harder | Hon |
| Corby Humphrey | Hon |
| Lee Criswell | Kaw |
| Logan Scherb | Hon |
| Lucas Scherb | Hon |
| 125 | |
| Jennifer Snyder | Hon |
| Jeffrey Harder | Hon |
| Cody Humphrey | Hon |
| Brad Criswell | Hon |
| 250 AM | |
| Merle Scherb | Hon |
| Jeff Lacy | Hon |
| Jennifer Snyder | Hon |
| Shane Maxwell | Hon |
| Eric Charleswell | Kaw |
| OPEN PRO | |
| Jack Mayer | Rtx |
| Scott Schurb | KTM |
| Joe Snyder | Hon |
| Merle Scherb | Hon |
| J.R. McNamara | Rtx |
| OPEN VINT | |
| Glen McNamara | Yam |
| Sandy Bradshaw | Hon |
| MAD DOG | |
| Scott Scherb | Hon |
| Rex Criswell | Hon |
| James Taylor | Hon |
| Gerald Jessup | Hon |

**Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.**


# 28th ANNUAL 1998 WINTER AM SERIES

## FLORIDA WINTER AM MOTOCROSS SERIES

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*PLEASE MARK THE APPROPRIATE CLASS(ES) AND EVENT(S)*

| GATORBACK SAT., DEC. 27 | OCALA SAT., JAN. 3 | DADE CITY SAT., JAN. 10 | SUNSTATE SAT., JAN. 17 | GATORBACK SAT., JAN. 24 |
|---|---|---|---|---|
| 1.____ 51cc Auto Stk (4-6) | 1.____ 51cc Auto Stk (4-6) | 1.____ 51cc Auto Stk (4-6) | 1.____ 51cc Auto Stk (4-6) | 1.____ 51cc Auto Stk (4-6) |
| 2.____ 51cc Auto Stk (7-8) | 2.____ 51cc Auto Stk (7-8) | 2.____ 51cc Auto Stk (7-8) | 2.____ 51cc Auto Stk (7-8) | 2.____ 51cc Auto Stk (7-8) |
| 3.____ 65cc 7-11 | 3.____ 65cc 7-11 | 3.____ 65cc 7-11 | 3.____ 65cc 7-11 | 3.____ 65cc 7-11 |
| 4.____ 85cc 7-11 | 4.____ 85cc 7-11 | 4.____ 85cc 7-11 | 4.____ 85cc 7-11 | 4.____ 85cc 7-11 |
| 5.____ 85cc 12-13 | 5.____ 85cc 12-13 | 5.____ 85cc 12-13 | 5.____ 85cc 12-13 | 5.____ 85cc 12-13 |
| 6.____ 85cc 14-15 | 6.____ 85cc 14-15 | 6.____ 85cc 14-15 | 6.____ 85cc 14-15 | 6.____ 85cc 14-15 |
| 7.____ 125 B | 7.____ 125 B | 7.____ 125 B | 7.____ 125 B | 7.____ 125 B |
| 8.____ 125C | 8.____ 125C | 8.____ 125C | 8.____ 125C | 8.____ 125C |
| 9.____ 250 B | 9.____ 250 B | 9.____ 250 B | 9.____ 250 B | 9.____ 250 B |
| 10.____ 250 C | 10.____ 250 C | 10.____ 250 C | 10.____ 250 C | 10.____ 250 C |
| 11.____ 500 Novice B\C | 11.____ 500 Novice B\C | 11.____ 500 Novice B\C | 11.____ 500 Novice B\C | 11.____ 500 Novice B\C |
| 12.____ 125 A | 12.____ 125 A | 12.____ 125 A | 12.____ 125 A | 12.____ 125 A |
| 13.____ 250/500 A | 13.____ 250/500 A | 13.____ 250/500 A | 13.____ 250/500 A | 13.____ 250/500 A |
| 14.____ Plus 25 A | 14.____ Plus 25 A | 14.____ Plus 25 A | 14.____ Plus 25 A | 14.____ Plus 25 A |
| 15.____ Plus 30 A | 15.____ Plus 30 A | 15.____ Plus 30 A | 15.____ Plus 30 A | 15.____ Plus 30 A |
| **SUN., DEC. 28** | **SUN., JAN. 4** | **SUN., JAN. 11** | **SUN., JAN. 18** | **SUN., JAN. 25** |
| 16.____ 125 Youth 12-15 | 16.____ 125 Youth 12-15 | 16.____ 125 Youth 12-15 | 16.____ 125 Youth 12-15 | 16.____ 125 Youth 12-15 |
| 17.____ Super Mini | 17.____ Super Mini | 17.____ Super Mini | 17.____ Super Mini | 17.____ Super Mini |
| 18.____ Plus 35 | 18.____ Plus 35 | 18.____ Plus 35 | 18.____ Plus 35 | 18.____ Plus 35 |
| 19.____ 40+ Super Seniors | 19.____ 40+ Super Seniors | 19.____ 40+ Super Seniors | 19.____ 40+ Super Seniors | 19.____ 40+ Super Seniors |
| 20.____ +50 Masters | 20.____ +50 Masters | 20.____ +50 Masters | 20.____ +50 Masters | 20.____ +50 Masters |
| 21.____ 16/24 Age | 21.____ 16/24 Age | 21.____ 16/24 Age | 21.____ 16/24 Age | 21.____ 16/24 Age |
| 22.____ PLUS 25 B/C | 22.____ PLUS 25 B/C | 22.____ PLUS 25 B/C | 22.____ PLUS 25 B/C | 22.____ PLUS 25 B/C |
| 23.____ PLUS 30 B/C | 23.____ PLUS 30 B/C | 23.____ PLUS 30 B/C | 23.____ PLUS 30 B/C | 23.____ PLUS 30 B/C |
| 24.____ VET PRO 30+ | 24.____ VET PRO 30+ | 24.____ VET PRO 30+ | 24.____ VET PRO 30+ | 24.____ VET PRO 30+ |
| 25.____ 125 Pro/Expert* | 25.____ 125 Pro/Expert* | 25.____ 125 Pro/Expert* | 25.____ 125 Pro/Expert* | 25.____ 125 Pro/Expert* |
| 26.____ 250/500 Pro/Expert* | 26.____ 250/500 Pro/Expert* | 26.____ 250/500 Pro/Expert* | 26.____ 250/500 Pro/Expert* | 26.____ 250/500 Pro/Expert* |

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Address:_____ City:_____ State:_____

Zip: _____ DAY PH#:_____ AMA#:_____ W/S #:_____

Riding #:_____ 2nd Choice:_____ Bike Brand:_____ Amount of Entries Checked:_____

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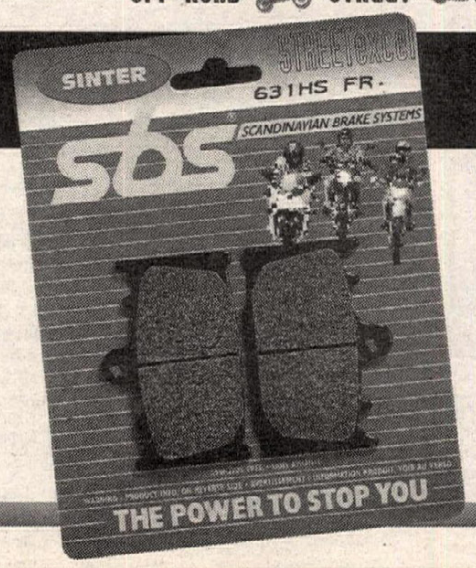


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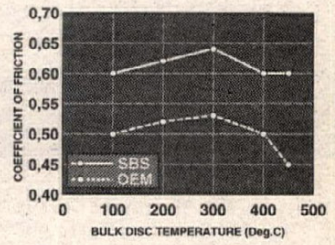


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San Mateo County Expo Center
San Mateo, California
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* Seattle, Jan 2-4, 1998
Washingotn State Conv. & Trade Ctr.
Seattle Washington
Fri: 5p-10p Sat: 10a-9p Sun: 10a-6p

* St. Louis, Jan 9-11, 1998
America's Center
St. Louis, Missouri
Fri: 5p-10p Sat: 10a-9p Sun: 10a-5p

* Chicago, Jan 16-18, 1998
Rosemont Convention Center
Chicago, Illinois
Fri: 5p-10p Sat: 10a-10p Sun: 10a-6p

* New York, Jan 23-25, 1998
Jacob Javits Convention Center
New York, New York
Fri: 12p-10p Sat: 10a-10p Sun: 10a-5p

* Ohio, Jan 30 - Feb 1, 1998
IX Center
Cleveland, Ohio
Fri: 5p-10p Sat: 10a-10p Sun: 10a-6p

* Minneapolis, Feb 6-8, 1998
Minneapolis Convention Center
Minneapolis, Minnesota
Fri: 5p-10p Sat: 10a-9p. Sun: 10a-5p

* Daytona, Mar 4-8, 1998
Daytona International Speedway
Daytona Beach, Florida
Wed: 1p-6p Thu-Sat: 9a-6p Sun: 9a-1p

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A.M.P. Motocross
Dave Coupe Classic
Dec 6th Open Practice E. St. Bridge, Marysville, CA
Dec 7th MX Race E. St. Bridge, Marysville, CA
A.M.P. Motocross
Dec 13th Open Practice Carnigie Cycle Park, Tracy, CA
Dec 14th Motocross Race Carnigie Cycle Park, Tracy, CA
Info: (209) 656-9682

cma
(209) 673-8080
O'Neal Central Calif. Championship MX Series
Sunday, December 7 Little Okie, Madera, CA
Sunday, December 14 Hanford, CA


# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

### World Championship Road Race Series
3/29 Shah Alam, Malaysia, Rnd 1
4/5 Suzuka, Japan, Rnd 2
4/19 Sentul, Indonesia, Rnd 3
5/3 Jerez, Spain, Rnd 4
5/17 Mugello, Italy, Rnd 5
5/31 Le Castellet, France, Rnd 6
6/14 Estoril, Portugal, Rnd 7
6/27 Assen, Holland, Rnd 8
7/5 Donington Park, England, Rnd 9
7/19 TBA, Germany, Rnd 10
8/23 Brno, Czech Republic, Rnd 11
9/6 Imola, Italy, Rnd 12
9/20 Barcelona, Spain, Rnd 13
10/4 Phillip Island, Australia, Rnd 14
10/18 Jacarepagua, Brazil, Rnd 15
10/25 Buenos Aires, Argentina, Rnd 16

### World Superbike Championship Series
3/15 Sentul, Indonesia, Rnd 1
3/22 Phillip Island, Australia, Rnd 2
4/13 Donington Park, England, Rnd 3
5/10 Monza, Italy, Rnd 4
5/24 Albacete, Spain, Rnd 5
6/7 TBA, Germany, Rnd 6
6/21 TBA, San Marino, Rnd 7
7/5 TBA, Rnd 8
7/12 Monterey, California, Rnd 9
8/2 Brands Hatch, England, Rnd 10
8/30 A-1 Ring, Austria, Rnd 11
9/6 Assen, Holland, Rnd 12
9/20 TBA, Rnd 13
10/4 Sugo, Japan, Rnd 14
10/11 Shah Alam, Malaysia, Rnd 15

### World Endurance Championship
4/19 Le Mans, France, Rnd 1
6/28 TBA, England, Rnd 2
7/12 Spa, Belgium, Rnd 3
7/26 Suzuka, Japan, Rnd 4
9/13 Le Castellet, France, Rnd 5

### World Trial Championship
3/28-29 Silleda, Spain, Rnds 1, 2
4/18-19 Hawkstone Park, England, Rnds 3, 4
4/25-26 San Marino, San Marino, Rnds 5, 6
5/23-24 Nepomuk, Czech Republic, Rnds 7, 8
5/30-31 Kiefersfelden, Germany, Rnds 9, 10
6/20-21 Chaumont, Belgium, Rnds 11, 12
6/27-28 Virieu-le-Grand, France, Rnds 13, 14
7/4-5 Sant Julia, Andorra, Rnds 15, 16
8/8-9 Helsinki, Finland, Rnds 17, 18
8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

### Trials des Nations
9/20 Valmalenco, Italy

### World 125cc Motocross Championship
3/22 Jogyakarta, Indonesia, Rnd 1
4/5 Saquarema, Brazil, Rnd 2
4/19 Bellpuig, Spain, Rnd 3
5/17 Orehova Vas, Slovakia, Rnd 4
5/24 Donington Park, England, Rnd 5
6/7 Nismes, Belgium, Rnd 6
6/14 Brogo Mag, San Marino, Rnd 7
6/28 Montevarchi, Italy, Rnd 8
7/12 Launsdorf, Austria, Rnd 9
7/19 Oss, Holland, Rnd 10
8/9 Chateau-du-Loir, France, Rnd 11
8/23 Bielstein, Germany, Rnd 12

### World 250cc Motocross Championship
3/29 Talavera, Spain, Rnd 1
4/5 Agueda, Portugal, Rnd 2
4/19 Valkenswaard, Holland, Rnd 3
4/26 Villars-Ecot, France, Rnd 4
5/10 Leuven, Europe, Rnd 5
5/24 Donington Park, England, Rnd 6
6/7 Asti, Italy, Rnd 7
6/14 Jinin, Czech Republic, Rnd 8
6/28 Bandung, Indonesia, Rnd 9
7/19 Maracay, Venezuela, Rnd 10
7/26 Belo Horizonte, Brazil, Rnd 11
8/9 Teutschenthal, Germany, Rnd 12
8/16 Mol, Belgium, Rnd 13
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

### World 500cc Motocross Championship
4/5 Mantova, Italy, Rnd 1
4/19 Payerne, Switzerland, Rnd 2
4/26 Sscwanenstadt, Austria, Rnd 3
5/10 Vasteras, Sweden, Rnd 4
5/17 Vantaa, Finland, Rnd 5
6/7 Osuna, Spain, Rnd 6
6/21 Loket, Czech Republic, Rnd 7
6/28 Sverepeck, Slovakia, Rnd 8
7/19 Ernee, France, Rnd 9
8/2 Namur, Belgium, Rnd 10
8/9 Rhenen, Holland, Rnd 11
8/30 Wachtersbach, Germany, Rnd 12

### Motocross des Nations
9/27 Foxhill, England

### World Individual Speedway Championship
5/15 Prague, Czech Republic, Rnd 1
6/5 Pocking, Germany, Rnd 2
6/19 Vojens, Denmark, Rnd 3
8/7 Bradford, England, Rnd 4
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6

### FIM World Supercross Championship
12/5-6 Geneva, Switzerland, Rnd 7, 8

### AMA/MBNA Superbike Series
2/13-15 Phoenix, AZ
3/4-8 Daytona Beach, FL
4/17-19 Monterey, CA
4/24-26 Rosamond, CA
5/1-3 Sonoma, CA
5/29-31 Braselton, GA
6/12-14 Elkhart Lake, WI
6/19-21 Loudon, NH
7/10-12 Monteray, CA
7/17-19 Lexington, OH
7/31-8/2 Brainerd, MN
8/7-9 Joliet, IL
9/4-6 Fountain, CO
9/18-20 Las Vegas, NV
Info 614/891-2425

### AMA Supercross Series
1/10 Los Angeles, CA, Rnd 1
1/17 Houston, TX, Rnd 2
1/24 Phoenix, AZ, Rnd 3
1/31 Seattle, WA, Rnd 4
2/7 San Diego, CA, Rnd 5
2/14 Indianapolis, IN, Rnd 6
2/21 Atlanta, GA, Rnd 7
2/28 Tampa, FL Rnd 8
3/7 Daytona Beach, FL, Rnd 9
3/14 New Orleans, LA, Rnd 10
3/21 Minneapolis, MN, Rnd 11
3/28 St. Louis, MO, Rnd 12
4/4 Pontiac, MI, Rnd 13
4/18 Charlotte, NC, Rnd 14
4/25 Dallas, TX, Rnd 15
5/2 Las Vegas, NV, Rnd 16

### AMA National MX Series
5/10 San Bernardino, CA, Rnd 1
5/17 Sacramento, CA, Rnd 2
5/24 Mount Morris, PA, Rnd 3
6/14 Budds Creek, MD, Rnd 4
6/21 Southwick, MA, Rnd 5
7/5 Buchanan, MI, Rnd 6
7/19 New Berlin, NY, Rnd 7
7/26 Troy, OH, Rnd 8
8/2 Washougal, WA, Rnd 9
8/16 Millville, MN, Rnd 10
8/30 Binghamton, NY, Rnd 11
9/6 Delmont, PA, Rnd 12

### AMA/PJ1 National Arenacross Series
12/5-7 Rockford, IL, Rnd 3
1/2-4 Fort Worth, TX, Rnd 4
1/9-11 Oklahoma City, OK, Rnd 5
1/16-18 Hampton, VA, Rnd 6
1/23-25 New Haven, CT, Rnd 7
1/30-2/1 Niagara Falls, NY, Rnd 8
2/6-8 Winston-Salem, NC, Rnd 9
2/13-15 Milwaukee, WI, Rnd 10
2/20-22 Denver, CO, Rnd 11
2/27-3/1 Sacramento, CA, Rnd 12
3/13-15 San Francisco, CA, Rnd 13
3/20-22 Salt Lake City, UT, Rnd 14
Info 817/246-7400

### AMA Texas Championship Hare Scrambles Series
12/7 Rockne, TX
1/18 Fort Hood, TX
2/1 San Antonio, TX
2/15 Rockne, TX
3/29 Columbus, TX
4/26 TBA
6/7 Rockne, TX
6/21 Fort Hood, TX
7/26 Conroe, TX
8/30 TBA
10/11 Montgomery, TX
11/8 TBA
12/6 Fort Hood, TX
Info 409/732-9171

### AMA/District 37 Dual Sport Ride Series
12/28 Mojave, CA
1/17-18 Ridgecrest, CA
2/8 Victorville, CA
2/14-15 Las Vegas, NV
2/22 San Luis Obispo, CA
3/7-8 Death Valley, CA
3/15 San Bernardino, CA
3/29 Newhall, CA
4/25-26 Cantil, CA
5/17 Mojave, CA
6/28 Rancho Cucamonga, CA
7/18-19 Sequoia N.F., CA
8/1-2 Mammoth Lakes, CA
8/8-9 Big Bear Lake, CA
8/29-30 Bass Lake, CA
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV
10/31-11/1 Ridgecrest, CA
Info 614/891-2425 (3,1)

### AMA Mid-South Winter Hare Scrambles Series
12/7 Greenville, KY
12/14 Johnsonville, TN
1/18 Lawrenceburg, TN
2/1 TBA
2/15 Van Leer, TN
3/22 Cadiz, KY
3/29 Dickson, TN
Info 615/859-0873

### Great Lakes Road Racing Association Series
4/18-19 Grattan, MI
5/9-10 Indianapolis, IN
5/30-31 Grattan, MI
6/10-11 Elkhart Lake, WI
7/4-5 Grattan, MI
7/15-16 Lexington, OH
8/8-9 Indianapolis, IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info 616/458-5888

### CCS/Championship Cup Road Racing Series
**California Region**
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
**Florida Region**
12/13-14 Homestead, FL*
**Southwest Region**
12/6-7 Las Vegas, NV
12/20-21 Phoenix, AZ*
*Double Points Event
Info 704/684-4297

### Texas/AHRMA Vintage Iron Series
12/7 Rio Bravo, TX
Info 281/679-5764

### LaPlaya Motocross Grand Prix Series
12/7 Rosarito, BC/Mexico
3/1 Rosarito, BC/Mexico
5/17 Rosarito, BC/Mexico
8/23 Rosarito, BC/Mexico
10/4 Rosarito, BC/Mexico
12/6 Rosarito, BC/Mexico
Info 011/52-661-22525

### American Trials Association
1/11 Romoland, CA
2/1 Rock Ranch, CA
2/22 Corral Canyon, CA
3/22 Lucerne, CA
4/25-26 El Trial, CA
6/6-7 Big Bear, CA
Info 714/562-7742

### KORR Hare Scrambles Championship Series
12/7 Hillsboro, KS
Info 316/942-6527

### Southern Enduro Riders Ass'n Hare Scrambles Series
12/7 Maplesville, AL
1/4 Saucier, MS
1/18 Maplesville, AL
2/8 Wiggins, MS
Info 504/665-0313

### SETRA Hare Scrambles
12/7 Columbia, SC, Rnd 5
12/14 Hurricane Mills, TN, Rnd 6
1/4 Greensboro, GA, Rnd 7
1/18 Maplesville, AL, Rnd 8
2/8 Abbeville, SC, Rnd 9
2/15 Columbus, GA, Rnd 10
2/22 Macon, GA, Rnd 11
3/8 Braselton, GA, Rnd 12
3/22 Cross Anchor, SC, Rnd 13
3/29 Knoxville, TN, Rnd 14
Info 706/327-4015

### SETRA Championship Enduro Series
1/11 Charleston, SC, Rnd 9
1/25 Wedgefield, SC, Rnd 10
3/1 Pelion, SC, Rnd 11
3/5 Daytona, FL, Rnd 12
3/15 Greensboro, GA, Rnd 13
4/5 Morganton, NC, Rnd 14
4/19 Cochran, GA, Rnd 15
4/16 Clanton, AL, Rnd 16
5/3 Olustee, FL, Rnd 17
5/17 Tarrytown, FL, Rnd 18
6/7 Hurricane Mills, TN, Rnd 19
Info 706/327-4015

### FTR Championship Series Hare Scrambles
12/6-7 South Venice, FL
1/3-4 TBA
1/17-18 TBA
1/31-2/1 TBA
2/21-22 TBA

3/21-22 TBA
4/4-5 TBA
4/18-19 Vero Beach, FL
Info 407/264-0559

### FTR Championship Enduro Series

1/11 Charleston, SC
3/8 Ocala National Forest, FL
5/3 Olustee, FL
5/17 Richloam, FL
5/31 Daytona, FL
Info 407/264-0559

### FTR Motocross Series

12/14 Dade City, FL, Rnd 3
12/21 Bithlo, FL, Rnd 4
1/25 Okeechobee, FL, Rnd 5
2/15 Bunnell, FL, Rnd 6
3/15 Panama City, FL, Rnd 7
4/26 Okeechobee, FL, Rnd 8
5/10 Bunnell, FL, Rnd 9
5/17 Hilliard, FL, Rnd 10
Info 407/264-0559

### CMRRA 50cc/125cc C'ship Road Race Series

12/7 Palomar, CA
2/8 Riverside, CA
3/21-22 Rosamond, CA
4/12 Palomar, CA
5/3 Riverside, CA
6/27-28 Rosamond, CA
7/26 Palomar, CA
8/23 Riverside, CA
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info 909/674-5357

### WSMC Road Race Series

12/20-21 Rosamond, CA, Rnd 12
1/17-18 Rosamond, CA, Rnd 1
2/14-15 Rosamond, CA, Rnd 2
3/14-15 Rosamond, CA, Rnd 3
4/18-19 Rosamond, CA, Rnd 4
5/16-17 Rosamond, CA, Rnd 5
6/20-21 Rosamond, CA, Rnd 6
7/18-19 Rosamond, CA, Rnd 7
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info 805/256-1234

### CMC West Coast Arenacross Challenge

2/27-28-3/1 Sacramento, CA
TBA Las Vegas, NV
Info 702/267-4392

### MRAN Desert Series

1/17-18 Boulder City, NV
3/7 Las Vegas, NV
5/2 Panaca, NV
6/13-14 Caliente, NV
8/9 Ely, NV
8/23 Hiko, NV
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info 702/437-6726

### World Sports Winter AM Series

12/27-28 Gainesville, FL
1/3-4 Ocala, FL
1/10-11 Dade City, FL
1/17-18 Ona (Bradenton), FL
1/24-25 Gainesville, FL
Info 813/823-2090

### American Trials Association

12/7 San Gabriel Canyon, CA
1/11 Romoland, CA
2/1 Rock Ranch, CA
2/22 Corral Canyon, CA
3/22 Lucerne, CA
4/18 NATC-Rock Ranch, CA
4/19 ETDE-Rock Ranch, CA
6/6-7 Big Bear, CA
Info 714/562-7742

**DECEMBER**

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**JANUARY**

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**FEBRUARY**

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*Denotes Pro Payback

### Dec 5-7

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Expo Center Coliseum at the Ohio State Fairgrounds, Columbus. Info: 614/594-6686.

### Fri, Dec 5

CALIFORNIA INDOOR SWAP MEET - Inter Shows Promotions, Indoor M/C Swap Meet Series, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center, Ohio State Fairgrounds, Columbus. Info: 614/594-MOTO.

### Dec 6-7

CALIFORNIA SUPER TT - Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

### Sat, Dec 6

* ARIZONA MOTOCROSS - Go Huge Racing Promotions, Ocotillo Raceway, Elay. Info: 520/743-7727 or www.GoHuge.com

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 20, Barona Oaks. Info: 619/752-8252.

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center State Fairgrounds, Columbus. Info: 614/594-MOTO.

### Sun, Dec 7

CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas GP, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Edwards AFB, CRC, Trophy Series. Info: 805/272-8889.

CALIFORNIA DESERT RACE - RGR Racing's Rudolph's Revenge Desert Grand Prix, District 38, Superstition Mountains. Info: 619/427-5759.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 21, Barona Oaks. Info: 619/752-8252.

* CALIFORNIA MOTOCROSS - Second annual Christmas Series, Rnd 3, Lemon Grove MX Park, Piru. Info: 805/521-0808.

* CALIFORNIA MOTOCROSS - CMC/Dave Coupe Promotions, E St. Sand Track, Marysville. Info: 916/673-5956.

CALIFORNIA CYCLE SHOW & SWAP MEET - Long Beach Cycle Show, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA MOTOCROSS - Over the Hill Gang Race, Edwards AFB. Info: 562/925-9634.

* CALIFORNIA MOTOCROSS - Thousand Oaks Kawasaki Winter Warm-Up Series/SSC MX, Hungry Valley MX, Gorman. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - O'Neal Central California Championship MX Series, Little Okie, Madera. Info: 209/673-8080.

CALIFORNIA SUPERBIKERS - Buttonwillow Super TT, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

CALIFORNIA MOTOCROSS - Dave Coupe Classic Motocross Race, E St. Bridge, Marysville. Info: 209/656-9682.

INDIANA HARE SCRAMBLES - Plymouth Blackhawks, District 15, Plymouth. Info: 219/269-4199.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Greenville. Info: 615/859-0873.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* MEXICO MOTOCROSS - Too Much Fun Promotions/La Playa Grand Prix Series, Cantamar, Rosarito, Baja. Info: 011/52-661-22525.

* MISSISSIPPI MOTOCROSS - Meridian Motorcycle Club, Hickory Hills MX Park, Hickory. Info: 601/737-8933 or 776-5378.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Old-Timers, Rnd 6, Fernley International Raceway, Fernley. Info: 702/322-4311.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center State Fairgrounds, Columbus. Info: 614/594-MOTO.

OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, Mansfield. Info: 419/774-0430.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Gruber. Info: 405/366-1051.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TEXAS VINTAGE MOTOCROSS - Texas/AHRMA Vintage Iron Fall Series, Rio Bravo. Info: 281/679-5764.

TEXAS MOTOCROSS - GNC Texas Regional Championship, Mosier Valley USA, Arlington. Info: 214/351-9900.

* VIRGINIA HARE SCRAMBLES - Victory Sports Racing, Yamaha Kawasaki of Johnson City, Wythe Raceway, Rural Retreat. Info: 423/323-5497 or www.victory.sports.com.

### Dec 12-13

MARYLAND INDOOR SHORT TRACK - Rodney Farris Memorial Indoor Series, Timonium State Fairgrounds. Info: 410/661-MOTO.

### Dec 12-14

* NEBRASKA ARENA CROSS - K Promotions, Buffalo County Fairgrounds, Kearney. Info: 402/475-3434.

### Fri, Dec 12

* OHIO INDOOR MOTOCROSS - AMA/Henderson Arena, Jackson. Info: 614/596-2057.

### Dec 13-14

* FLORIDA ROAD RACE - CCS/Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

* TENNESSEE ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, Walter State Arena, Morristown. Info: 423/323-5497 or www.victory-sports.com.

### Sat, Dec 13

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

* CANADA ARENA-CROSS - CMA/Future West, The BC Arena-Cross Championship, Abbotsford Agrifair Arena, Abbotsford Fairgrounds, Abbotsford. Info: 604/794-3824.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny, Info: 904/387-4911; call before you haul.


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Presented By
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More Than $20,000 CASH & PRIZES
NOVEMBER
SUNDAY THE 23RD
SUNDAY THE 30TH
DECEMBER
SUNDAY THE 7TH
SUNDAY THE 14TH
Gates Open 6:30 am • Sign-up Starts at 6:30am
Practice 8:00am • First Race 9:00am
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-PER ROUND-
SEPARATE 4-STROKE CLASS
•
SEPARATE WOMENS CLASS
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LGMX, Piru, CA (805) 521-0808


**What's happening? Cycle News Calendar.**


TOO MUCH FUN
ROSARITO Promotions MEXICO®
BEACH RACE
LA PLAYA MASTERS OF MOTOCROSS
Sunday Dec. 7th
Corona Extra
Cantamar San Dunes
call: 011 52 661 2 25 25 / E-mail: tmfpro@telnor.net

KTM MOTORCYCLES
Oakland Sport Center
PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(248) 673-3366 (248) 673-8144 FAX
UPS Daily

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

CMC Racing - 714/367-1141
CMC Golden State Nationals
South Region
Jan 11th Rnd. 1 Glen Helen Rcwy, Devore, CA
Jan 18th Rnd. 2 Competition Park, San Jacinto,CA
Feb 1st Rnd. 3 L.A.C.R., Palmdale, CA
Feb 15th Rnd. 4 Glen Helen Rcwy, Devore, CA

TULARE CYCLE PARK
Tulare, CA Event Calendar
Sat., Dec 6 M.X. & Dirt Track Practice 9am-2pm
Sat., Dec 20 M.X. & Dirt Track Practice 9am-2pm
Sat., Jan 3 M.X. & Dirt Track Practice 9am-2pm
Sat., Jan 17 M.X. & Dirt Track Practice 9am-2pm
Sat., Feb 7 M.X. & Dirt Track Practice 9am-2pm
All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

GLEN HELEN
SAN BERNARDINO, CA
http://www.ccweb.com/glenhelen
CALL 24 HOURS FOR RACE & PRACTICE INFO
(909) 880-3090
Thur., Dec 4 No MX Practice (due to off-road race)
Sat., Dec 6 No MX Practice (due to off-road race)
Sun., Dec 7 Exon Super Flow / ESPN Off-Road Race
Thur., Dec 11 MX Practice (8am till dusk)
CHAPARRAL AMA PRO/AM CHAMPIONSHIP DEC. 26, 27, 28
125cc/250cc SHOOTOUT $18,500 PRO PURSE

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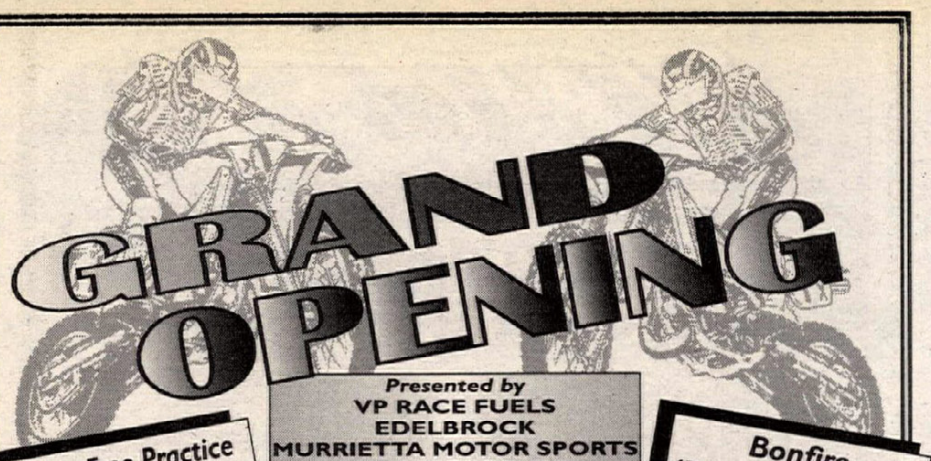


Dec. 12, 13, & 14
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***Carolina AMA Winter Series***
**Sandhill Motorsport Park**
**Chesterfield, SC**

| | |
|---|---|
| December | 14 |
| December | 28 |
| January | 04 |
| January | 18 |
| February | 01 |
| February | 15 |

Practice 8:30
Race 9:45

Open Practice
December 27
10:00 AM-3:00 PM

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CYCLE NEWS
*America's Weekly Motorcycle Newspaper*


# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* OHIO INDOOR MOTOCROSS - AMA/Henderson Arena, Jackson. Info: 614/596-2057.

UTAH CHARITY HARE SCRAMBLES - Big Chill 32, Toys for Tots event, 3 laps on 10-mile loop, rain, snow or shine, Delta. Info: 801/864-3558.

## Dec 14-21

* ARIZONA MOTOCROSS - COP Promotions, Canyon Off Road Park, Peoria. Info: 602/404-4363.

## Sun, Dec 14

* ALABAMA MOTOCROSS - CMMX Inc., Chandler Mountain Motocross, Steele. Info: 205/681-8317.

CALIFORNIA MOTORCYCLE SWAP MEET - The Shop, American Motorcycle Specialists, All Brand M/C Swap Meet and Used Bikes Corral, Ventura County Fairgrounds. Info: 805/650-6777.

CALIFORNIA GRAND PRIX - Los Angeles County Raceway, CRC, Trophy Series, Merry Christmas, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Marysville Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

* CALIFORNIA MOTOCROSS - Second annual Christmas Series, Rnd 4, Lemon Grove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA HARE SCRAMBLES - Dirt Diggers MC, District 37, Spangler Hills, Red Mountain. Info: 909/883-5259.

* CALIFORNIA MOTOCROSS - Thousand Oaks Kawasaki Winter Warm-Up Series/SSC MX, Glen Helen Raceway, San Bernardino. Info: 805/294-0020.

CALIFORNIA SCRAMBLES - Cal Coastal Promotions, California Mid-State Fairgrounds, Paso Robles. Info: 805/544-8618.

CALIFORNIA MOTOCROSS - O'Neal Central California Championship MX Series, Hanford. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/Motocross Race Carnegie Cycle Park, Tracy. Info: 209/656-9682.

FLORIDA MOTOCROSS - FTR Championship Motocross Series, Dade City Raceway, Dade City. Info: 352/567-0792 or 941/591-2790.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/ 729-5483 or 576-3000.

KENTUCKY HARE SCRAMBLES - Red River Hare Scrambles, Bluegrass Sports, Clay City. Info: 606/744-5916.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

* OHIO INDOOR MOTOCROSS - AMA/Henderson Arena, Jackson. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, New Johnsonville. Info: 615/859-0873.

## Dec 20-21

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs International Raceway, Rnd 12, Rosamond. Info: 805/256-1234.

## Sat, Dec 20

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

## Sun, Dec 21

* ALABAMA MOTOCROSS - Kilpatrick MX, Albertville. Info: 205/561-3495

CALIFORNIA GRAND PRIX - Tom Anderson's Sandhill Ranch AKA Tommy Ville, Brentwood. Info: 510/634-3328.

CALIFORNIA VINTAGE GRAND PRIX - AHRMA/Vintage, and Tom Andersons Sandhill Ranch, Brentwood. Info: 510/634-3328.

* CALIFORNIA MOTOCROSS - CMC/Argyll Park Promotions, Argyll Park, rain date for November 16, Dixon. Info: 707/678-3592 or http://www.QuickPage.com/A/Argyll.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

## Dec 26-27

* NORTH CAROLINA ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, Western North Carolina Agriculture Arena, Asheville. Info: 423/323-5497 or www.victory-sports.com.

## Sat, Dec 27

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

## Sun, Dec 28

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, USA Dual Sport Club, Jawbone Canyon Visitor's Center, Mojave. Info: 818/348-7237.

KENTUCKY HARE SCRAMBLES - Red River Hare Scrambles, Bluegrass Sports, Clay City. Info: 606/744-5916.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

## Wed, Dec 31

CALIFORNIA DESERT RACE - Budweiser Dunaway Dash XI, Plaster City West. Info: 619/427-5759.

594-MOTO.

## Thur, Jan 1

* CALIFORNIA MARATHON - Tom Anderson's Sandhill Ranch Hangover Marathon, 25th annual, Brentwood. Info: 510/634-3328.

## Fri, Jan 2

* IDAHO ARENACROSS - SRO Entertainment Group, Boise State University Pavilion, Boise. Info: 888/753-9818.

## Sat, Jan 3

* FLORIDA MOTOCROSS - South Florida Sports Committee, Night Race, Pepsi Air Dania MX Park, Fort Lauderdale, Dania. Info: 954/321-9422.

* IDAHO ARENACROSS - SRO Entertainment Group, Boise State University Pavilion, Boise. Info: 888/753-9818.

* NEW YORK INDOOR FLAT TRACK - The Thunderdome, On-Time Productions of NY Inc., Orange County Fairgrounds Arena, Middletown. Info: 914/343-4826.

WISCONSIN ENDURANCE/ICE BENEFIT - AMA/For Steel Shoe Fund, SSTs, Gimmer's Sunset Tavern, Lake Koshkonong, Fort Atkinson. Info: 414/353-5920.

## Sun, Jan 4

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodland Park. Info: 719/541-3023.

ILLINOIS PARTS SHOW - J&P Promotions, 12th annual Motorcycle Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TEXAS MOTORCYCLE SHOW - 10th annual Motorcycle Expo, Show, Swap Meet, Arlington Convention Center. Info: 972/216-5520.

* WISCONSIN ICE RACE - AMA, SSTs, Gimmer's Sunset Tavern Lake Koshkonong, Ft. Atkinson. Info: 414/353-5920.

## Thur, Jan 8

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

## Jan 9-11

* OHIO INDOOR MOTOCROSS - Patriot & Promotions, CRA Points Event, Summit County Arena Complex at Fairgrounds, Akron. Info: 330/948-4613.

## Jan 10-11

MISSOURI MOTORCYCLE SHOW & SWAP MEET - CH Promotions, American Royal Complex, Kansas City. Info: 712/262-8910.

* TENNESSEE ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, Walter State Arena, Morriston. Info: 423/323-5497 or www.victory-sports.com.

## Sat, Jan 10

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

* NEW YORK INDOOR FLAT TRACK - The Thunderdome, On-Time Productions of NY Inc., Orange County Fairgrounds Arena, Middletown. Info: 914/343-4826.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

## Sun, Jan 11

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodland Park. Info: 719/541-3023.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

PENNSYLVANIA PARTS SHOW - J&P Promotions, Motorcycle Parts Extravaganza, York Fairgrounds, in the east and west wings of Memorial Hall, York. Info: 319/462-6011.

## Fri, Jan 16

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

## Jan 17-18

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 1, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

NEVADA EUROPEAN SCRAMBLES - MRAN Gamblers MC, Boulder City. Info: 702/641-6401.

## Sat, Jan 17

* NEW YORK INDOOR FLAT TRACK - The Thunderdome, On-Time Productions of NY Inc., Orange County Fairgrounds Arena, Middletown. Info: 914/343-4826.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

### Sun, Jan 18

CALIFORNIA GRAND PRIX - SRA/California GP, Glen Helen, San Bernardino. Info: 714/957-2985.

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodland Park. Info: 719/541-3023.

MISSOURI PARTS SHOW - J&P Promotions, third annual Motorcycle Parts Extravaganza and Indoor Bike Show, American Royal Complex, Kansas City. Info: 319/462-6011.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series/ Lawrenceburg. Info: 615/859-0873.

* TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Yamaha Kawasaki of Johnson City, Interstate Racepark, Blountville. Info: 423/323-5497 or www.victory.sports.com.

### Jan 23-24

* TENNESSEE ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, Calsonic Arena, Shelbyville. Info: 423/323-5497 or www.victory.sports.com.

### Jan 23-25

* KENTUCKY ARENACROSS - AMA/Action Sports Promotion Inc., Freedom Hall at the Kentucky State Fairgrounds, Louisville. Info: 614/594-6686.

### Jan 24-25

* MICHIGAN NATIONAL ICE RACE - Valley Trail Riders MC, Ice Carnival Grounds, Albright Shores. Info: 517/879-3417.

### Sat, Jan 24

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

* NEW YORK INDOOR FLAT TRACK - The Thunderdome, On-Time Productions of NY Inc., Orange County Fairgrounds Arena, Middletown. Info: 914/343-4826.

### Sun, Jan 25

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

### Sun, Feb 1

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodlan Park. Info: 719/541-3023.

ILLINOIS PARTS SHOW - J&P Promotions, 17th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* NORTH CAROLINA HARE SCRAMBLES - Victory Sports Racing, Yamaha Kawasaki of Johnson City, Silver Creek Farms, Morganton. Info: 423/323-5497 or www.victory.sports.com.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Van Leer. Info: 615/859-0873.

### Feb 6-7

* NORTH CAROLINA ARENACROSS - AMA/Victory Sports Racing, Interstate Cycles, WNC Agriculture Center Arena, Asheville. Info: 423/323-5497 or www.victory.sports.com.

### Feb 7-8

* ILLINOIS ICE RACES - AMA, SSTs, Lamb's Farm, Libertyville. Info: 414/353-5920.

* ILLINOIS ICE RACE - Midwest Ice Racing Championship, AMA/Race Face Promotions, Lambs Farm, Libertyville. Info: 630/773-2499.

* MISSISSIPPI ARENACROSS - Arenacross Promotions, Lee County Agri-center, Vetona (Tupelo), Info: 601/842-3397.

### Sat, Feb 7

* CANADA ARENACROSS - CMA/Future West, The BC Arena-Cross Championship, Abbotsford Agrifair Championship, Abbotsford Fairgrounds, Abbotsford. Info: 604/794-3824.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

### Sun, Feb 8

* COLORADO ICE RACES - Harry's Roamers MC, Rainbow Falls, Woodland Park. Info: 719/541-3023.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

### Feb 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 2, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

### Sat, Feb 14

OKLAHOMA DIRT TRACK - Total Performance Racing, Winter Indoor Dirt Track Series, Heart of America Expo, Shawnee. Info: 918/836-6999.

### Sun, Feb 15

CALIFORNIA GRAND PRIX - SRA/Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

### Feb 20-22

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA points event, Summit County Arena Complex at Fairgrounds, Akron. Info: 330/948-4613.

* PENNSYLVANIA ARENACROSS AND SHORT TRACK - AMA/Trail-Way Speedway, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-4310.

### Sat, Feb 21

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911; call before you haul.

* OHIO INDOOR MOTOCROSS - AMA/Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

### Sun, Feb 22

IOWA PARTS SHOW - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Downtown River Center, Great Hall, Davenport. Info: 319/462-6011.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Yamaha Kawasaki of Johnson City, Lowland Race Park, Morristown. Info: 423/323-5497 or wwwvictory.sports.com.

TEXAS MOTORCYCLE SWAP MEET - 7th annual Motorcycle Expo, Show, Swap Meet, Waco Texas Convention Center. Info: 972/216-5520.

### Feb 27

* CANADA ARENA-CROSS - CMA/Future West The BC Arena-Cross Championship, Abbotsford Agrifair Arena, Abbotsford Fairgrounds, Abbotsfor. Info: 604/794-3824.

## FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

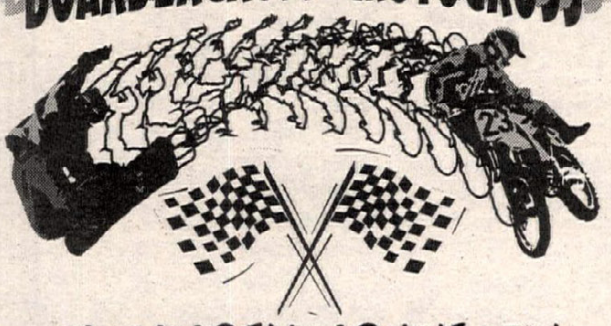
Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____


Coca-Cola

BOARDERCROSS MOTOCROSS



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A Rider for the Riders

| | | | |
|---|---|---|---|
| Sat., Dec | 06 | Saturday Practice (8am - 1pm) | Perris |
| Sat., Dec | 13 | Saturday Practice (8am - 1pm) | Perris |
| Sat., Dec | 20 | GFI Super Saturday Race | Perris |
| Sat., Dec | 27 | Saturday Practice (8am - 1pm) | Perris |

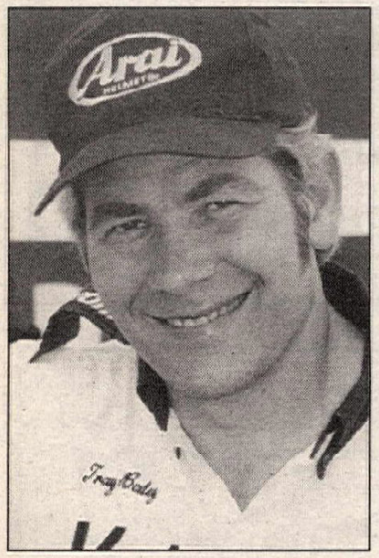
# LEADERBOARD

## 1997 Championship Point Standings

# ROAD RACING

**FIM 500cc WORLD CHAMPIONSHIP SERIES**
**(After 15 of 15 rounds)**

| | | |
|---|---|---|
| 1. | Michael Doohan (Hon), Australia | (340/12 wins) |
| 2. | Tadayuki Okada (Hon), Japan | (197/1 wins) |
| 3. | Nobuatsu Aoki (Hon), Japan | (179) |
| 4. | Alex Criville (Hon), Spain | (172/2 wins) |
| 5. | Takuma Aoki (Hon), Japan | (134) |
| 6. | Luca Cadalora (Yam), Italy | (129) |
| 7. | Norifumi Abe (Yam), Japan | (126) |
| 8. | Carlos Checa (Hon), Spain | (119) |
| 9. | Alex Barros, (Hon), Brazil | (101) |
| 10. | Doriano Romboni (Apr), Italy | (88) |



*TRAY BATEY*

**FIM 250cc WORLD CHAMPIONSHIP SERIES**
**(After 15 of 15 rounds)**

| | | |
|---|---|---|
| 1. | Max Biaggi (Hon), Italy | (250/5 wins) |
| 2. | Ralf Waldmann (Hon), Germany | (248/4 wins) |
| 3. | Tetsuya Harada (Apr), Japan | (235/3 wins) |
| 4. | Olivier Jacque (Hon), France | (201/2 wins) |
| 5. | Tohru Ukawa (Hon), Japan | (173) |
| 6. | Loris Capirossi (Apr), Italy | (116) |
| 7. | Takeshi Tsujimura (Hon), Japan | (109) |
| 8. | Haruchika Aoki (Hon), Japan | (102) |
| 9. | Stefano Perugini (Apr), Italy | (85) |
| 10. | Jeremy McWilliams (Hon), Great Britain | (73) |

**FIM 125cc WORLD CHAMPIONSHIP SERIES**
**(After 15 of 15 rounds)**

| | | |
|---|---|---|
| 1. | Valentino Rossi (Apr), Italy | (321/11 wins) |
| 2. | Noburo Ueda (Hon), Japan | (238/4 wins) |
| 3. | Tomomi Manako (Hon), Japan | (190) |
| 4. | Kazuto Sakata (Apr), Japan | (179) |
| 5. | Masaki Tokudome (Apr), Japan | (120) |
| 6. | Jorge Martinez (Apr), Spain | (119) |
| 7. | Garry McCoy (Apr), Australia | (109) |
| 8. | Roberto Locatelli (Hon), Italy | (97) |
| 9. | Frederic Petit (Hon), France | (83) |
| | Mirko Giansanti (Hon), Italy | (83) |

**FIM WORLD SUPERBIKE CHAMPIONSHIP SERIES**
**(After 12 of 12 rounds)**

| | | |
|---|---|---|
| 1. | John Kocinski (Hon), Modesto, CA | (416/9 wins) |
| 2. | Carl Fogarty (Duc), Great Britain | (358/6 wins) |
| 3. | Aaron Slight (Hon), New Zealand | (345/3 wins) |
| 4. | Akira Yanagawa (Kaw), Japan | (247/2 wins) |
| 5. | Simon Crafar (Kaw), New Zealand | (234) |
| 6. | Scott Russell (Yam), Jonesboro, GA | (226) |
| 7. | Pier-Francesco Chili (Duc), Italy | (209/3 wins) |
| 8. | Jamie Whitham (Suz), England | (140) |
| 9. | Neil Hodgson (Duc), Great Britain | (137) |
| 10. | Piergiorgio Bontempi (Kaw), Italy | (118) |

**AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES**
**(After 10 of 10 rounds)**

| | | |
|---|---|---|
| 1. | Doug Chandler (Kaw), Salinas, CA | (304/1 win) |
| 2. | Miguel DuHamel (Hon), Canada | (292/4 wins) |
| 3. | Mat Mladin (Duc), Australia | (288/4 wins) |
| 4. | Steve Crevier (Hon), Canada | (269) |
| 5. | Aaron Yates (Suz), Milledgeville, GA | (256) |
| 6. | Pascal Picotte (Suz), Canada | (239) |
| 7. | Tom Kipp (Yam), Chardon, OH | (213) |
| 8. | Larry Pegram (Suz), Baltimore, OH | (189) |
| 9. | Paul Harrell (Yam), Canyon Country, CA | (159) |
| 10. | Tripp Nobles (H-D), Macon, GA | (151) |

**AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES**
**(After 11 of 11 rounds)**

| | | |
|---|---|---|
| 1. | Miguel DuHamel (Hon), Canada | (347/5 wins) |
| 2. | Pascal Piccotte (Suz), Canada | (341/4 wins) |
| 3. | Aaron Yates (Suz), Milledgeville, GA | (322/2 wins) |
| 4. | Steve Crevier (Hon), Canada | (279) |
| 5. | Jason Pridmore (Suz), Ventura, CA | (267) |
| 6. | Rich Oliver (Yam), Fresno, CA | (218) |
| 7. | Tom Kipp (Yam), Chardon, OH | (211) |
| 8. | Mike Smith (Kaw), Canton, GA | (208) |
| 9. | Jamie Hacking (Kaw), Spartanburg, SC | (204) |
| 10. | Larry Pegram (Suz), Baltimore, OH | (201) |

**AMA/TEAMLINE 750cc SUPERSPORT SERIES**
**(After 10 of 10 rounds)**

| | | |
|---|---|---|
| 1. | Jason Pridmore (Suz), Ventura, CA | (351/8 wins) |
| 2. | Ben Bostrom (Hon), Granada Hills, CA | (246) |
| 3. | Dale Keiffer (Suz), Las Vegas, NV | (224) |
| 4. | Richard Alexander Jr. (Suz), Carmel, NY | (219) |
| 5. | Doug Polen (Suz), Denton, TX | (219/1 win) |
| 6. | Mark Miller (Suz), Long Beach, CA | (186) |
| 7. | Chris Rankin (Suz), Austin, TX | (182) |
| 8. | John Jacobbi (Suz), Noblesville, IN | (174) |
| 9. | Dax Snow (Suz), Las Vegas, NV | (170) |
| 10. | Rad Greaves (Hon), Ann Arbor, MI | (146) |

**AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES**
**(After 10 of 10 rounds)**

| | | |
|---|---|---|
| 1. | Rich Oliver (Yam), Fresno, CA | (360/10 wins) |
| 2. | Bobby Keith (Hon), Redwood City, CA | (252) |
| 3. | Greg Esser (Yam), Pompano Beach, FL | (214) |
| 4. | Mark Foster (Yam), San Juan Capistrano, CA | (204) |
| 5. | Randy Renfrow (Hon), Fredericksburg, VA | (201) |
| 6. | John France (Hon), Melbourne, FL | (190) |
| 7. | Matt Wait (Hon), Lodi, CA | (166) |
| 8. | Leon Cortes (Yam), Costa Rica | (160) |
| 9. | Al Salaverria (Apr), San Francisco, CA | (153) |
| 10. | Roland Sands (Yam), Long Beach, CA | (151) |

**AMA/PROGRESSIVE INSURANCE HARLEY-DAVIDSON SUPERTWINS SERIES**
**(After 11 of 11 rounds)**

| | | |
|---|---|---|
| 1. | Eric Bostrom, El Segundo, CA | (386/10 wins) |
| 2. | Dave Estok, Daytona Beach, FL | (337) |
| 3. | Jake Zemke, Paso Robles, CA | (289) |
| 4. | Jody Hendley, Mission Viejo, CA | (244) |
| 5. | Jerry Casciero Jr., Bel Air, MD | (212) |
| 6. | Nate Wait, Lodi, CA | (206/1 win) |
| 7. | Jeff Eklund, Pleasanton, CA | (166) |
| 8. | Jess Roeder, Monroeville, OH | (154) |
| 9. | Jeffrey Johnson, Minneapolis, MN | (152) |
| 10. | Lance Jones, Anderson, SC | (150) |

**AMA/PIRELLI FORMULA XTREME SERIES**
**(After 9 of 9 rounds)**

| | | |
|---|---|---|
| 1. | Andrew Stroud (Hon), New Zealand | (316/7 wins) |
| 2. | Doug Toland (Hon), Buena Park, CA | (267) |
| 3. | Dale Kieffer (Suz), St. George, UT | (215) |
| 4. | Brian Gibbs (Suz), Stockbridge, GA | (165) |
| 5. | James Randolph (Suz), Santa Rosa, CA | (131) |
| 6. | Jimmy Moore (Suz), Eugene, OH | (124) |
| 7. | Paul Harrell (Yam), Canyon Country, CA | (122/1win) |
| 8. | Scott Ruehle (Suz), St. Cloud, MN | (107) |
| 9. | Terry Teske (Suz), Aurora, CO | (92) |
| 10. | Ben Welch (Suz), San Diego, CA | (91) |

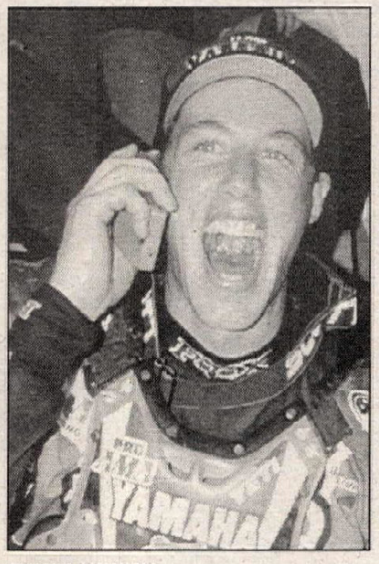
**SUNOCO RACE FUELS/FORMULA USA SERIES**
**(After 8 of 8 rounds)**

| | | |
|---|---|---|
| 1. | Dave Sadowski (Hon), Jefferson, GA | (463/4 wins) |
| 2. | Fritz Kling (Yam), Lansing, MI | (386) |
| 3. | Tray Batey (Suz), Gallatin, TN | (383/4 wins) |
| 4 | Eric Wood (Kaw), Mansfield, MA | (376/1 win) |
| 5. | Jason Fraser (Hon), Snohomish, WA | (374) |
| 6. | Andy Deatherage (Kaw), Cleveland, OH | (345) |
| 7. | Grant Lopez (Suz), Mobile, AL | (306) |
| 8. | Lee Shierts (Suz), Troutman, NC | (302) |
| 9. | Michael Fitzpatrick (Suz), Columbia, MD | (259) |
| 10. | Steve Grigg (Kaw), Ashville, NC | (209) |

# MOTOCROSS

**THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES**
**(After 15 of 15 rounds)**

| | | |
|---|---|---|
| 1. | Jeff Emig (Kaw), Riverside, CA | (293/5 wins) |
| 2. | Jeremy McGrath (Suz), Canyon Lake, CA | (278/2 wins) |
| 3. | Ezra Lusk (Yam), Bainbridge, GA | (251/2 wins) |
| 4. | Larry Ward (Hon), Florence, SC | (230) |
| 5. | Greg Albertyn (Suz), Riverside, CA | (206/1 win) |
| 6. | Mike LaRocco (Suz), South Bend, IN | (203) |
| 7. | Doug Henry (Yam), Oxford, CT | (175/3 wins) |
| 8. | Damon Bradshaw (Hon), Homedale, ID | (166) |
| 9. | Jimmy Button (Yam), Phoenix, AZ | (152) |
| 10. | Ryan Hughes (Kaw), Temecula, CA | (145) |



*DOUG HENRY*

**AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES**
**(After 7 of 7 rounds)**

| | | |
|---|---|---|
| 1. | Tim Ferry (Suz), Largo, FL | (146) |
| 2. | Stephane Roncada (Hon), France | (135/2 wins) |
| 3. | Ricky Carmichael (Kaw), Havana, FL | (123/3 wins) |
| 4. | Greg Schnell (Yam), Rancho Cucamonga, CA | (97) |
| 5. | John Dowd (Yam), Chicopee, MA | (86/2 wins) |
| 6. | Scott Sheak (Hon), Germantown, NY | (84) |
| 7. | Jeff Dement (Kaw), Humble, TX | (78) |
| 8. | Brock Sellards (Kaw), New Philadelphia, OH | (77) |
| 9. | Jim Neese (Suz), Greensboro, NC | (59) |
| 10. | Robbie Skaggs (Hon), Macon, GA | (57) |

**AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES**
**(After 7 of 7 rounds)**

| | | |
|---|---|---|
| 1. | Kevin Windham (Yam), Baton Rouge, LA | (153/5 wins) |
| 2. | Robbie Reynard (Hon), Norman, OK | (131) |
| 3. | Casey Johnson (Kaw), Murrieta, CA | (111) |
| 4. | David Vuillemin (Yam), France | (104/1 win) |
| 5. | Casey Lytle (Hon), Santa Clarita, CA | (85) |
| 6. | Craig Decker (Kaw), Palm Desert, CA | (83) |
| 7. | Pedro Gonzalez (Kaw), Mexico | (78) |
| 8. | Shaun Perolio (Hon), Saugus, CA | (76) |
| 9. | Corey Keeney (Yam), Oakdale, MN | (62) |
| 10. | Nathan Ramsey (Suz), Hixon, TX | (60) |

**AMA 250cc NATIONAL MOTOCROSS CHAMPIONSHIP SERIES**
**(After 13 of 13 rounds)**

| | | |
|---|---|---|
| 1. | Jeff Emig (Kaw), Riverside, CA | (591/7 wins) |
| 2. | John Dowd (Yam), Chicopee, MA | (485/3 wins) |
| 3. | Jeremy McGrath (Suz), Canyon Lake, CA | (433) |
| 4. | Larry Ward (Hon), Florence, SC | (376) |
| 5. | Mike LaRocco (Suz), South Bend, IN | (372) |
| 6. | Ezra Lusk (Yam), Bainbridge, CA | (367/1 win) |
| 7. | Ryan Hughes (Kaw), Temecula, CA | (354) |
| 8. | Greg Albertyn (Suz), South Africa | (330/1 win) |
| 9. | Jimmy Button (Yam), Phoenix, AZ | (281) |
| 9. | Damon Bradshaw (Hon), Homedale, ID | (276/1 win) |

**AMA 125cc NATIONAL MOTOCROSS CHAMPIONSHIP SERIES**
**(After 13 of 13 rounds)**

| | | |
|---|---|---|
| 1. | Ricky Carmichael (Kaw), Havana, FL | (563/8 wins) |
| 2. | Kevin Windham (Yam), Baton Rouge, LA | (468/3 wins) |
| 3. | Scott Sheak (Hon), Germantown, NY | (384/1 win) |
| 4. | Mickael Pichon (Suz), France | (354) |
| 5. | Stephane Roncada (Hon), France | (323) |
| 6. | Casey Johnson (Kaw), Murrieta, CA | (279) |
| 7. | Damon Huffman (Kaw), Acton, CA | (277/1 win) |
| 8. | Tim Ferry (Suz), Largo, FL | (271) |
| 9. | Steve Lamson (Hon), Riverside, CA | (261) |
| 9. | Robbie Reynard (Hon), Norman, OK | (256) |

*JESS ROEDER*

# DIRT TRACK

**AMA GRAND NATIONAL CHAMPIONSHIP SERIES**
**(After 22 of 22 rounds)**

| | | |
|---|---|---|
| 1. | Scott Parker (H-D), Swartz Creek, MI | (385/8 wins) |
| 2. | Will Davis (H-D), Goldsboro, NC | (349/7 wins) |
| 3. | Kevin Atherton (H-D), White Pigeon, MI | (309/3 wins) |
| 4. | Rich King (Hon), Waterloo, IA | (297/2 wins) |
| 5. | Ricky Graham (Hon), Salinas Valley, CA | (248) |
| 6. | Davey Camlin (H-D), Rock Island, IL | (225) |
| 7. | Joe Kopp (H-D), Mica, WA | (220/1 win) |
| 8. | Jay Springsteen (H-D), Lapeer, MI | (219) |
| 9. | Steve Morehead (H-D), Findlay, OH | (161) |
| 10. | Mike Hacker (H-D), Prince George, VA | (152) |

**AMA HARLEY-DAVIDSON 883cc NATIONAL CHAMPIONSHIP SERIES**
**(After 13 of 13 rounds)**

| | | |
|---|---|---|
| 1. | Davey Camlin, Rock Island, IL | (242/7 wins) |
| 2. | Jess Roeder, Monroeville, OH | (235/2 wins) |
| 3. | Mike Hacker, Prince George, VA | (187/1 win) |
| 4. | Shaun Russell, San Jose, CA | (164/1 win) |
| 5. | Johnny Murphree, Paso Robles, CA | (152/1 win) |
| 6. | J.R. Schnabel, West Bend, WI | (146) |
| 7. | Robert Miller, New Holland, PA | (130) |
| 8. | Billy Martin, Stockton, CA | (100) |
| 9. | Paul Bergstrom, Foster City, CA | (96) |
| 10. | Willie McCoy, Richardsen, TX | (83) |

# OFF-ROAD

**AMA NATIONAL CHAMPIONSHIP ENDURO SERIES**
**(After 9 of 9 rounds)**

| | | |
|---|---|---|
| 1. | Michael Lafferty (KTM), Millville, NJ | (205/6 wins) |
| 2. | Matt Stavish (KTM), Blaine, MN | (135) |
| 3. | Ty Davis (Kaw), Hesperia, CA | (110/2 wins) |
| 4. | Randy Hawkins (Yam), Travelers Rest, SC | (109) |
| 5. | Mike Monroe (Yam), Alabaster, AL | (67) |
| 6. | Craig Holasek (KTM), Anoka, MN | (63) |
| 7. | Kevin Hines (CRE), Weston, MA | (59) |
| 8. | Donnie Book (Kaw), Gypsum, CO | (47) |
| 9. | Scott Bright (Kaw), Greeley, CO | (45) |
| 10. | Forrest Tobin (KTM), Casper, WY | (44) |

**AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES**
**(After 7 of 7 rounds)**

| | | |
|---|---|---|
| 1. | Ty Davis (Kaw), Hesperia, CA | (150/6 wins) |
| 2. | Donnie Book (Kaw), Gypsum, CO | (106) |
| 3. | Nick Pearson (KTM), Pioche, NV | (104) |
| 4. | Dave Hamel (Kaw), Sparks, NV | (88) |
| 5. | Russell Pearson (KTM), Pioche, NV | (84) |
| 6. | Destry Abbott (KTM), Phoenix, AZ | (83) |
| 7. | Brian Brown (Kaw), Nampa, ID | (81) |
| 8. | Paul Krause (Kaw), Irvine, CA | (75) |
| 9. | Jeff Capt (Hon), Lakewood, CA | (67) |
| 10. | Jim Gray (KTM), Gunnison, CO | (57) |

**AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES**
**(After 9 of 9 rounds)**

| | | |
|---|---|---|
| 1. | Rodney Smith (Suz), Oakley, CA | (172/2 wins) |
| 2. | Steve Hatch (Suz), Ithaca, NY | (151/2 wins) |
| 3. | Jason Dahners (KTM), Redmond, WA | (130) |
| 4. | Paul Edmondson (Suz), Great Britain | (103/2 wins) |
| 5. | Brian Garrahan (KTM), Boulder Creek, CA | (101) |
| 6. | Patrick Garrahan (KTM), Boulder Creek, CA | (99) |
| 7. | Scott Plessinger (KTM), Hamilton, OH | (75) |
| 8. | Aaron Sykes (Kaw), Cotati, CA | (67) |
| 9. | Mike Sampson (Kaw), Brazil, IN | (64) |
| 10. | Randy Hawkins (Yam), Travelers Rest, SC | (57/1 win) |

**AMA GRAND NATIONAL CROSS COUNTRY SERIES**
**(After 13 of 13 rounds)**

| | | |
|---|---|---|
| 1. | Scott Summers (Hon), Petersburg, KY | (152/3 wins)* |
| 2. | Steve Hatch (Suz), Ithaca, NY | (150/2 wins) |
| 3. | Fred Andrews (Yam), Salem, OH | (143/1 win) |
| 4. | Rodney Smith (Suz), Oakley, CA | (134/3 wins) |
| 5. | Scott Plessinger (KTM), Hamilton, OH | (128/1 win) |
| 6. | Doug Blackwell (Yam), Parkersburg, WV | (124) |
| 7. | Jason Dahners (KTM), Redmond, WA | (123) |
| 8. | Randy Hawkins (Yam), Travelers Rest, SC | (122) |
| 9. | Brian Keegan (Kaw), Washington, PA | (119/1 win) |
| 10. | Paul Edmondson (Suz), Great Britain | (94/2 wins) |

*TY DAVIS*

**AMA/NATC NATIONAL OBSERVED TRIALS SERIES**
**(After 9 of 9 rounds)**

| | | |
|---|---|---|
| 1. | Geoff Aaron (Bet), Redding, CT | (237/5 wins) |
| 2. | Ray Peters (G-G), Beaver Dams, NY | (202/1 win) |
| 3. | Jess Kempkes (G-G), Lincoln, NE | (199/3 wins) |
| 4. | Lonny Hallsted (Bet), San Diego, CA | (167) |
| 5. | Olivier Clamagirand (G-G), Tustin, CA | (166) |
| 6. | Mark Manniko (G-G), Aurora, CO | (137) |
| | Ryon Bell (Mon), Canada | (137) |
| 8. | Michael Bryant (Bet), Burlington, CT | (107) |
| 9. | Dennis Sweeten (Bet), Oregon City, OR | (105) |
| | Matt Moore (Mon), Sapulpa, OK | (105) |

**AMA 800cc HILLCLIMB NATIONAL CHAMPIONSHIP SERIES**
**(After 11 of 11 rounds)**

| | | |
|---|---|---|
| 1. | James Large (H-D), Orient, OH | (126/1 win) |
| 2. | Greg Williams (Hon), Canada | (120/2 wins) |
| 3. | Willie Price (H-D), Madison, WV | (117/5 wins) |
| 4. | Steve Dresser (Tri), Arkport, NY | (116) |
| 5. | Jason Petty (Tri), Camby, IN | (110/2 wins) |
| 6. | Paul Zander (BSA), Glen Rock, PA | (109/1 win) |
| 7. | Rodney Williams (H-D), Niles, MI | (108) |
| 8. | Glendal Petty Jr. (H-D), Mooresville, IN | (97) |
| 9. | Robert Shriner (Kaw), Bird-in-Hand, PA | (75) |
| 10. | Russ VanderVeen (H-D), Greenwood, IN | (64) |

**AMA 540cc HILLCLIMB NATIONAL CHAMPIONSHIP SERIES**
**(After 11 of 11 rounds)**

| | | |
|---|---|---|
| 1. | Paul Pinsonnault (Hon), Brookfield, MA | (143/2 wins) |
| 2. | Richard Soter III (BSA), Owings Mills, MD | (143/2 wins) |
| 3. | Terry Thompson (BSA), Laurelville, OH | (104/3 wins) |
| 4. | Scott McNeely (Hon), Madison, WV | (102/1 win) |
| 5. | David Watson (Hon), Ludlow, MA | (100/1 win) |
| 6. | Paul Lowe (Kaw), Yolyn, WV | (94) |
| 7. | Michael Templeton (Hon), Manchester, CT | (87) |
| 8. | Ted Wilkins (Rtx), Canada | (86/2 wins) |
| 9. | Michael Pulver (Hon), Indianapolis, IN | (78) |
| 10. | Mike Wilson (Kaw), Mount Gay, WV | (49) |

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Friday Night, March 6, 1998

AMA GRAND NAT'L CHAMPIONSHIP SERIES OPENER
Saturday Night, March 7, 1998

28th DAYTONA SUPERCROSS by HONDA
Saturday, March 7, 1998

57th DAYTONA 200 by Arai HELMETS Superbike Classic
Sunday, March 8, 1998

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No purchase necessary. Must be 18 or older and a resident of the continental United States to claim prize. Fill out the official entry form (or a 3"x5" facsimile), including your name, address, city, state, zip code and phone number. Entries (one per person, please) must be received by Cycle News, Inc. by January 9, 1998. Drawing date will be January 12, 1998. The odds of winning will be determined by the number of entries received. All entries become the property of Cycle News, Inc. Winner's name will be available after the drawing upon request. Contest is void where prohibited. Subject to all local, state and federal regulations. Winner shall be required to sign a statement releasing Cycle News, Inc. and all contest sponsors from any damages or injuries in conjunction with sweepstakes prizes. Individual travel vendors may have specific restrictions. Car rental may require minimum age, clean/valid driver's license and credit requirements. Car rental includes rental only. Other costs including gas, insurance, options, sales tax not included. Winner shall be solely responsible for any and all damages and/or theft to rented vehicle. Trailer not included with ATK motorcycle. ATK tax, registration, and transportation are the responsibility of the winner. By accepting the prize, the winner agrees to accept responsibility for city and state licensing and registration requirements. Substitute prize(s) or cash consideration shall not be made in the event that the prize winner cannot use any and/or all portions of the prize. In accepting the prize, the winner grants Cycle News, Inc., Travelcraft, and ATK permission to promote and publicize his or her photograph and the prize won. All employees of Cycle News, Inc., Daytona International Speedway, ATK, RJ Reynolds/Camel Pro, Aerostich, Arai Helmets, Travelcraft and their dealers/agencies and families are not eligible.

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# WANT ADS

## HELP WANTED

ASS'T. SALES MANAGER - Large volume Honda Yamaha Sea-Doo dealership in Delaware. Sales experience required. Send resume to "Hey" 620 Pulaski Hwy., Bear, DE 19701. (302)322-4120. DE.

### Sales Persons Wanted

Oldest Honda dealer in Northern California is expanding. Good commission base and benefits, clean air, affordable housing, good schools, on large lake, next to off-road riding area. Please fax resume to (707)263-9009. Serious inquiries only. CA

### Live In The Rocky Mountain

Denver Metro Area - Career Opportunities Available With Expanding Honda/SeaDoo Dealership. Sales Mgr., Service Mgr., F&I Mgr., Service writer, other positions open in Parts & Service - Excellent pay programs, benefits. Franchised dealership experienced required. Fax resume with income requirements to (303)238-6818. CA.

### Dynojet Is Vegas Bound!

Dynojet, makers of world famous motorcycle jet kits and chassis dynamometers, is moving to Vegas this winter. We need experienced motorcycle Tech and Sales people to be part of the core group that propels Dynojet into the 21st century. Exciting career and great benefits. Call Dave Koshollek at (800)992-4993.

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Experience necessary for busy Kawasaki dealership in So. Cal. Fax resume to: (909)984-7082 or call Gary or Ralph at (909)983-5988. CA.

EXPERIENCED TECHNICIAN and parts person needed for Northern California Honda Yamaha dealer. Call Jeff at Mach 1 Motorsports (707)643-2548. CA.

FINEST DEALERSHIP IN FLORIDA EXPANDING RAPIDLY - Openings For: Professional Parts, Sales and Service. Must be Lightspeed literate. Positions offer: 5 day work week, paid medical insurance, paid sick leave, paid vacation, retirement plan. Send resume to: Sports City Honda Sea-Doo, Attn: Jerry Stretton, 1130 S. Harbor City Blvd., Melbourne, FL 32981. Fax: (407)956-0110. FL.

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Honda R&D North America, Inc., located in Torrance, is seeking a self motivated, flexible Design Assistant for our Motorcycle Division. The successful candidate will support full model change activities including model making. You will also assist in mocking-up motorcycle color and graphic proposals. Requires strong motorcycle background, interest and product knowledge. Must also possess artistic, design and color interest with related experience. PC familiarity and basic mechanical and shop skills necessary. We offer a competitive compensation and benefits package in a dynamic work environment with career growth potential. For consideration, please send your resume to: Honda R&D North America, Inc., Human Resources Dept., 1900 Harpers Way, Torrance, CA 90501. Fax (310) 781-5677. Equal Opportunity Employer. CA.

### PPS Needs You!

If you have experience with motorcycle suspension and would like to be part of a world renowned suspension team, please contact Stig at (714)630-4777 or fax resume to (714)630-4788. CA.

### Customer Service

Immediate opening for individual with motorcycle industry and computer knowledge. Please contact Debbi at PPS (714)630-4777. CA.

### Service Technicians

Large multiple franchise dealer in Northern Virginia needs experienced technicians. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area and have experience in the PowerSport industry, call today. Excellent pay, benefits and relocation assistance. Coleman PowerSport (703)237-3400 or (800)888-3619. Kim Harrison. VA.

### Newport Boats

Largest Sea Ray boat and yacht dealership in southern California with five locations has an outstanding opportunity for Sales Managers and Sales Professionals. We offer a great compensation package including salary, over rides, bonuses, vacation, health insurance and more. SALES MANAGERS: Must be high energy and profit focused with great leadership and management qualities. With a proven track record and the desire to lead a winning team this could be the job for you. SALES PROFESSIONALS: If you are a professional in sales with a solid record and are willing to earn at least $60k per year, apply today. We offer extensive training and sales support. Fax resume in confidence to (714)642-3092. EOE. CA.

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### General Manager - Northwest

Mid sized multi brand dealer looking for experienced person for General Manager. In addition to being a team player, a strong sales and customer service background is a must. Excellent salary, benefits, buy-in possibility, etc. come with this opportunity. All inquiries held in confidence. Forward resume, earning history, etc. to Division G, P.O. Box 5084, Costa Mesa, CA 92628-5084.

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Northern California's first full line BMW retail center seeks professional career oriented individuals for our new motorcycle franchise. IMMEDIATE OPENINGS: Sales Manager, Sales People and Master Technicians. Excellent, stable, guaranteed monthly compensation and benefits. Moving assistance available. Enjoy our 12-month season. BMW enthusiasts need only apply. Fax resume (415)863-9958 or call (415)551-4220. CA.

### Parts Person

Northern California's largest Kawasaki and Yamaha shop needs top notch parts people. Must be a team player, and have a "Customer Comes First Attitude". Fax your application to Dave, (510)537-4283. (510)537-2257. CA.

### Distributor Opportunities - CA

R&D TECHNICIAN - Good communication skills. Three years minimum franchise dealer experience in Parts and Service Dept. INSIDE SALES TRAINEE - Two years dealership experience or sales experience and motorcycle product knowledge. Fax resume - Attn: Joyce (408)727-4514. Phone (408)727-6767. CA.

### Mechanic Wanted:

Reputable custom motorcycle builder seeking Harley-Davidson mechanic. Must be knowledgeable in makes and models from 1970's to present Big Twins and Evolution Sportsters. Knowledge of suspensions and wiring a must. Minimum 3 years experience. Fax resume to (860)526-1527. CT.

### Service Manager

Sacramento's largest motorsports dealer is seeking a top notch Manager. Person must possess excellent organization and communication skills. Must be self motivated. Mail resume to Good Times KSD - 5000 Madison Ave., Sacramento, CA 95841. CA.

### Service Tech Wanted

Start immediately and spend the winter in Orlando, Florida. Suzuki, Triumph, Tigershark Dealer has full time position with benefits. Fax resume and compensation history to (407)578-6823 Attn: Thad. FL.

LOCKHART-PHILLIPS USA In South Orange County, CA - Seeks self-motivated team players for the following positions: DISTRIBUTOR SALES ACCOUNT MANAGER - responsible for Lockhart Harley-Davidson Oil Cooler sales to distributors and sportbike accessory sales to international distributors. Knowledge of Harley-Davidson and sportbike models necessary. Applicant should have experience as an account representative and/or sales and customer service background. — SALES AND CUSTOMER SERVICE REPRESENTATIVE - To service dealerships and process orders. Proven customer service skills and sales background necessary. Applicant must have basic computer skills and knowledge of sportbikes. Join Our Winning Team! Please fax resume to: (714)498-1594 or call (800)221-7291 (EOE). CA.

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Top volume Honda, Kawasaki, Sea-Doo dealership in So. California seeks a professional sales representative. Make an investment in yourself at this 20 year location. Great work environment, top commissions, opportunity for advancement. Call Art at (562)945-3494 or fax (562)693-9478. CA.

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We are American Suzuki, a dynamic and progressive company with focus, direction, and innovation. Our organization also prides itself on its "human side". We believe in empowering our employees to add strength to our company. We are looking for qualified candidates to fill a Motorcycle Advertising Supervisor position reporting directly to the National Advertising Manager. Minimum qualifications include 3-5 years advertising experience. Familiarity with motorcycles and ATV's required. Frequent travel, often on short notice. A four -year college degree in a relevant field. We offer an attractive compensation and benefits package, company automobile lease /purchase program, educational assistance program, and much more. For immediate consideration, forward your resume with salary requirements (a MUST for consideration) to: American Suzuki Motor Corporation, Human Resources Dept. - Code KG-CN, 3251 E. Imperial Hwy., Brea, CA 92821. EEO. Fax: (714)528-7385. E-Mail: dmoulton@suz.com - CA.

### Inside Sales Positions (3) Available

White Brothers is seeking motivated individuals to join our Inside Sales Team. We are growing and must expand our Sales Force to keep up with increasing demand for our products. The ideal applicant will have knowledge of motorcycles, ATV and watercraft (Harley knowledge a plus) and should have some dealer experience, particularly behind the parts counter. This is a job for someone who thrives in a fun, but challenging and fast-paced environment. Good phone skills, basic computer skills, problem-solving capabilities and the ability to relate to dealers will help you succeed. Full-time hourly position with good benefits package and paid holidays. For consideration, send your resume to White Brothers, 24845 Corbit Pl., Yorba Linda, CA 92887, Attn: Billy Ramsey, or Fax to (714)692-3409. CA

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### Mechanic - Driver

Available now for Supercross and Outdoor Nationals. Dependable, quality work. Evan (541)688-8062, please call evenings. OR.

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Working Partner(s) Wanted for expansion of 4.0 million+ in sales. L.A. Triumph, Honda, Suzuki. Near ocean, airport, 405 fwy. Call Larry (310)677-5800. CA.

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BULTACO PARTS, NEW AND used, and t-shirts too. Lynn (702)267-2103 or www.bultacoparts.com. NV.

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Four shoe brake, like new. $1,600. (515)981-9478. IA.

HONDA YAMAHA SUZUKI PARTS - New, used, after market and stock. '73 - '85. (602)561-9021. AZ.

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Immaculate Honda ZB-50, correct original. 500 miles, licensed $680; complete restorable Trio, CA, CB, CL 77 Honda. 305's $550 All. Rare YZ-250A Yamaha $300, complete Honda SL-90 $300. Usable Honda CL-350 $300. Chrome 50's or 60's bicycles $200 for the pair; will consider delivery on above. (520)797-1443. AZ.

IMPORTED ANTIQUE REPLICAS. 22" handpainted cast resin. Metal wheels, rubber tires. "Impressive." $129.95. Dealers welcome. (541)673-6059. OR.

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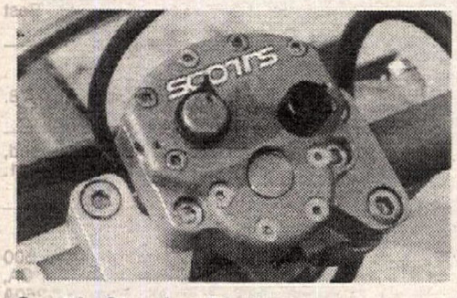
### 1979 TZ750

1997 AMA Vintage Days Show Winner, zero miles since restoration, spectacular. $15,000. (614)862-8079. OH.

1998 HONDA VTR Super Hawk. 4,800 miles, $7,300. (219)967-4448. IN.

1998 KX250 - LOW HOURS. $5,350. (209)685-0702. CA.

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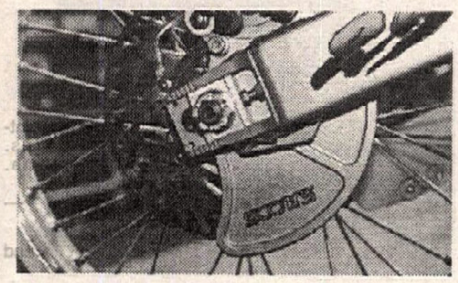

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(440)356-1202. OH.

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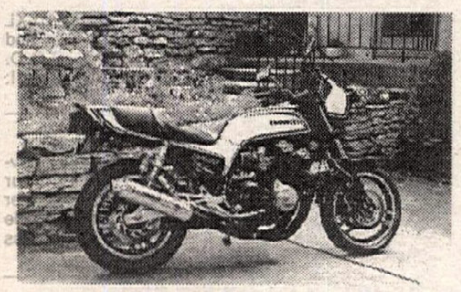

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1978 stock pipes. Will pay $. (916)391-4347. CA.

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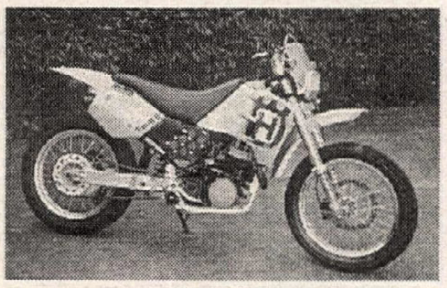

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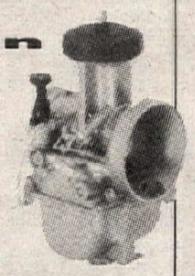

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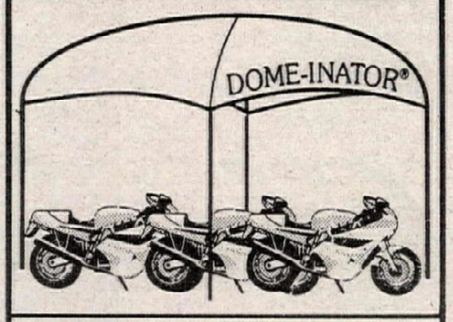


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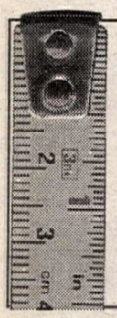

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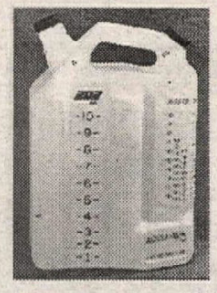

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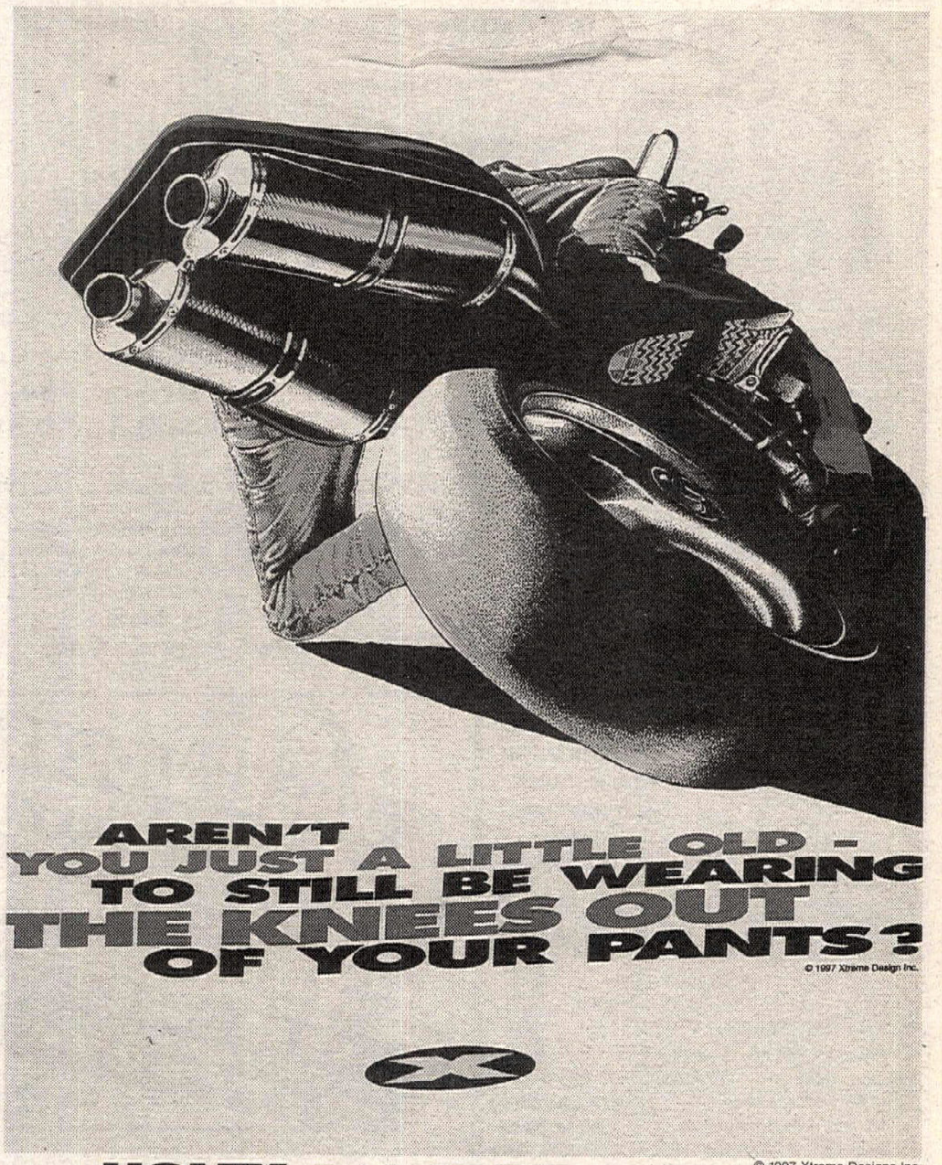

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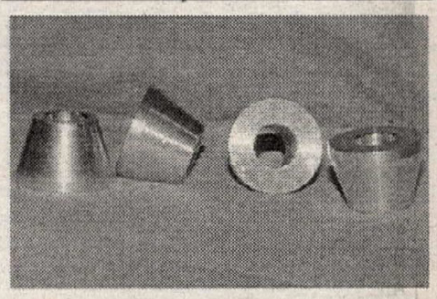

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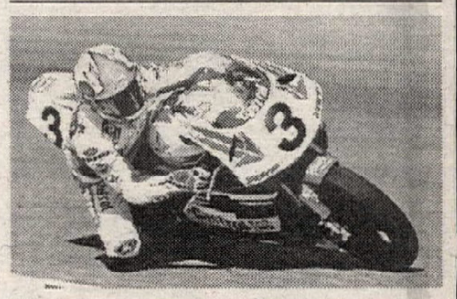

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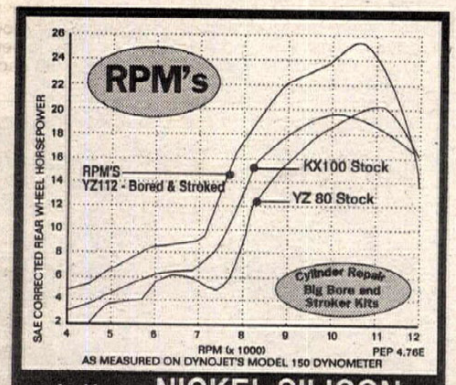


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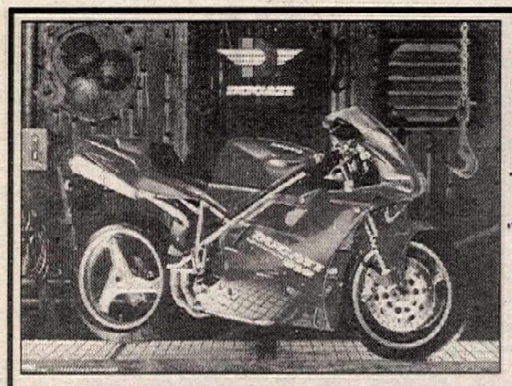

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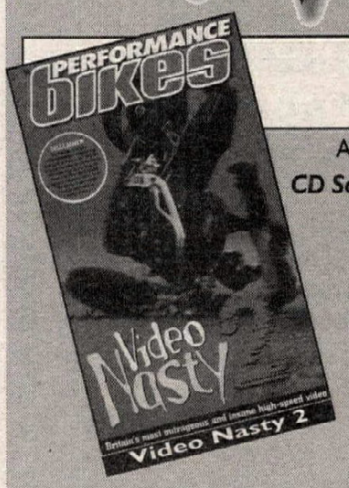


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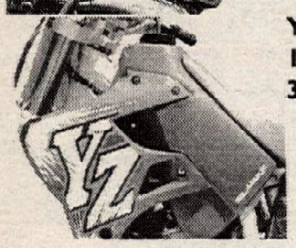

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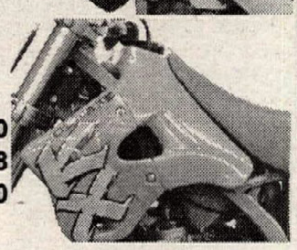

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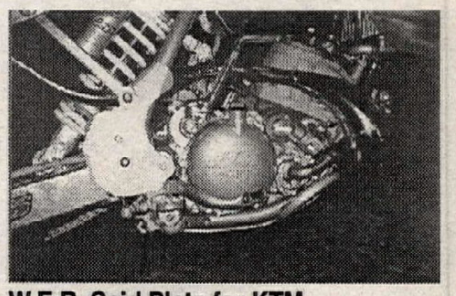

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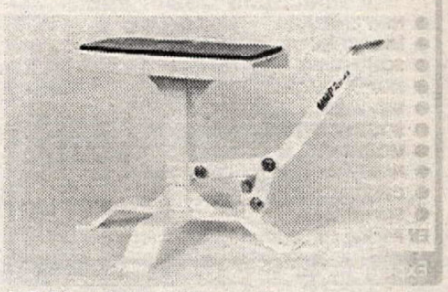

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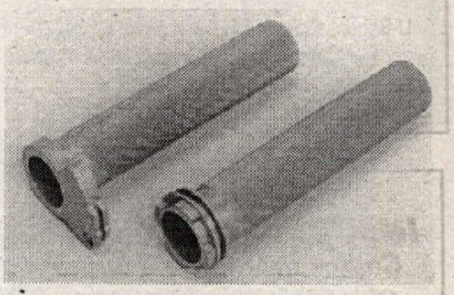

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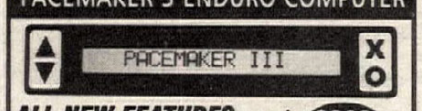


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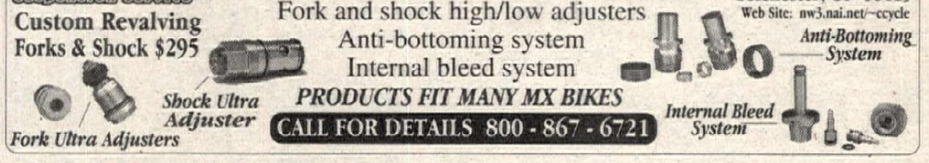


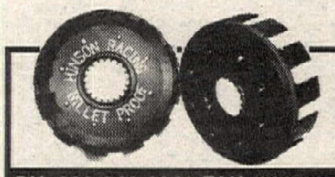


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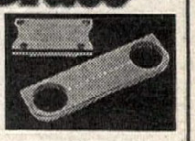

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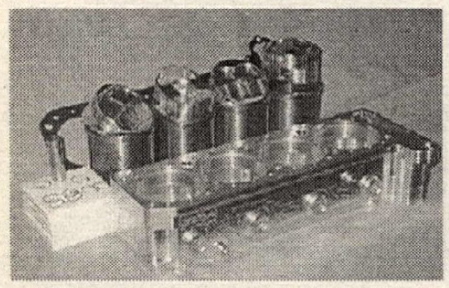

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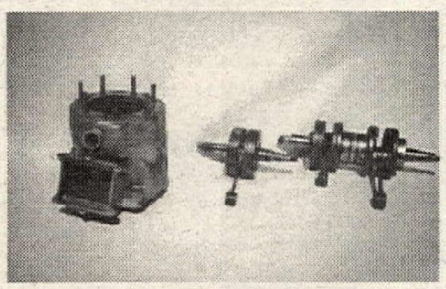

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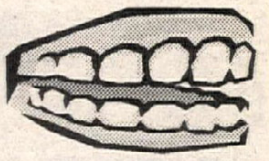

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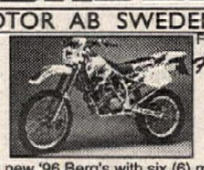

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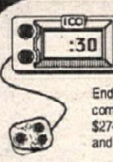


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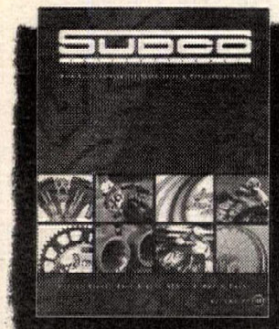

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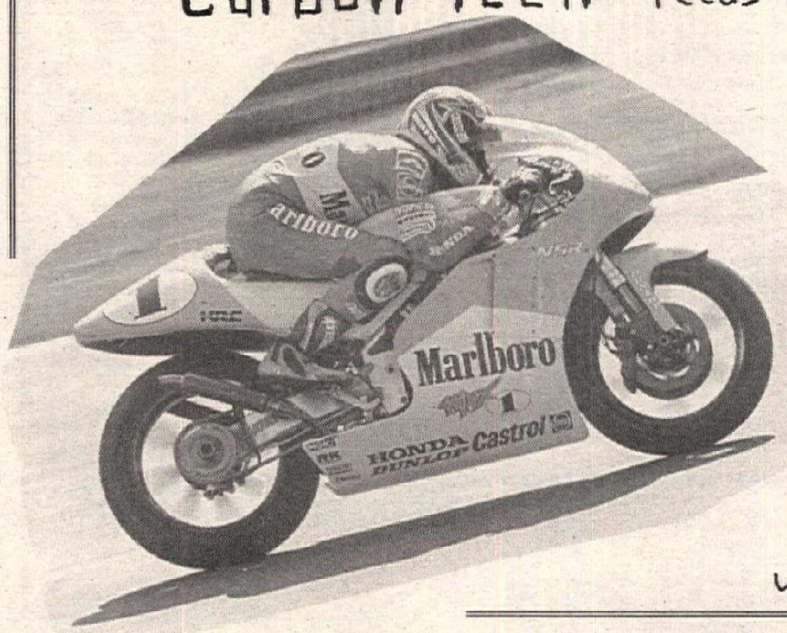

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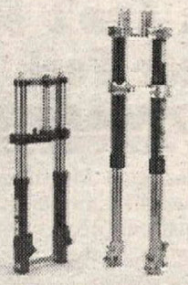

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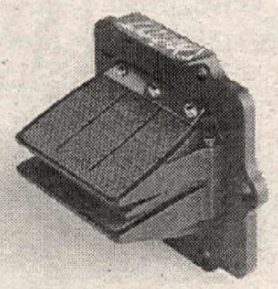

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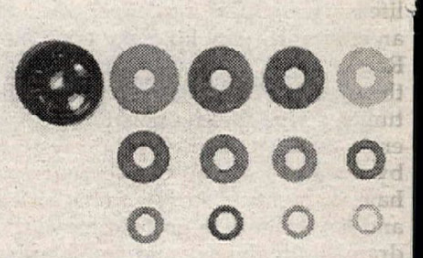

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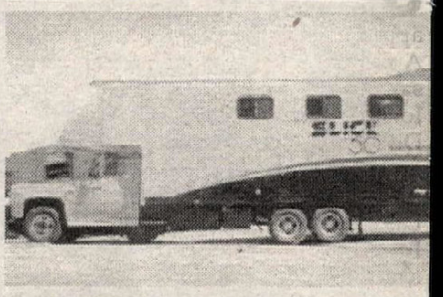

### GMC Custom Box Truck
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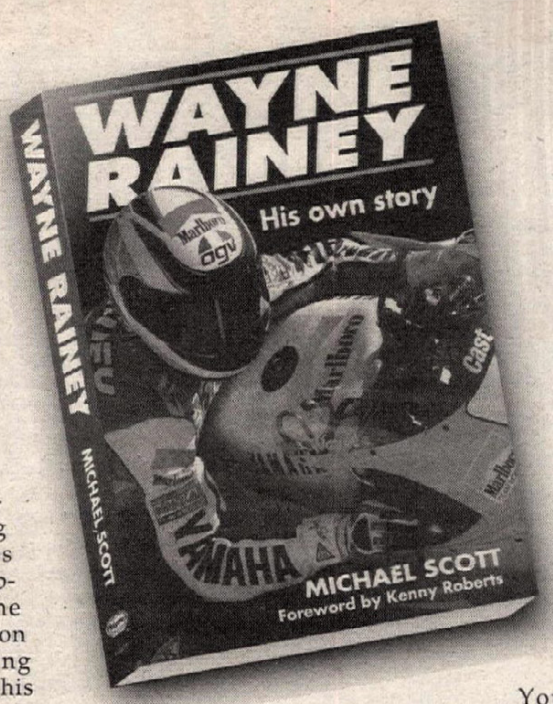
# TEARDOWN

BY PAUL CARRUTHERS

If you have any ambition to write a book of any kind, it's hard not to be envious of Michael Scott. Imagine sitting down at your computer with this as your subject matter: A young Californian with surfer-boy good looks struggles to reach the highest pinnacle in motorcycle racing, going from the dusty dirt ovals of Southern California to legendary race tracks like Le Mans and Monza; the same young boy turns into a millionaire international road racing star, winning three World Championships although he continues to grapple with inner demons as he searches for perfection; then, on the way to possibly winning championship number four, his career tragically ends with a horrific crash - an accident that leaves the legend in a wheelchair. To cap off the story, the hero adapts to his new life in record speed and ultimately returns to the top of the racing game as a team owner.

If you packaged it up and took it to Hollywood, they'd laugh you out of the place for inventing a story that was too good to be true - but this isn't fiction, it's fact. It's the story of Wayne Rainey's life, as written by Scott in his new book, "Wayne Rainey - His Own Story."

Scott, a Brit whose Grand Prix reports and other stories are featured regularly in *Cycle News*, takes Rainey's life story and puts it to paper, making it an enjoyable read. Like any good story, Rainey's biography has a bit of everything, giving the reader a unique opportunity to ride the emotional roller coaster of Rainey's life. You'll be left in awe by a man so driven to succeed; you'll have moments of sorrow as his accident and his struggle to go on afterward are dramatically relived; and you'll laugh at the trials and tribulations of a young Rainey as he climbs the ladder of professional racing.




You'll find out just how driven a man Rainey was when he raced, almost to the point that he pushed himself toward disaster.

"And my life was built around winning the World Championship. I just wasn't focused on anything else. I was way too intense. I was willing to try anything to race. I knew I might die, but I was willing to risk that to avoid getting beat. I was afraid to wake up, when I did retire, and look in the mirror and say: Did you do the best you could? In 1992 I pushed myself so hard that I was a pretty miserable guy to be around. I remember going to race tracks and sitting at the red lights just hating it. Because the intensity was so much greater than ever before. By the time '93 rolled around I was going to be World Champion, and I was prepared to do whatever it would take."

In his book, Rainey admits that he returned to Grand Prix racing much too quickly after his accident. It became evident when he showed up early for the Australian Grand Prix and cried as he watched the first practice session. It was a difficult time, for not only was it his first time watching something he'd been a part of for so long, it was also a time in which he would have to adjust to how differently some people would treat him now that he was in a wheelchair. Very revealing material - and it's all in the book.

Scott does a good job of giving you plenty of Rainey quotes, while also explaining things in his own words to make the story flow. He also does an admirable job of talking to others as he researched Rainey's career, from his boyhood racer buddies to family members and others who were there with Wayne for the journey to stardom.

Along the way, you'll also learn some things you didn't know - most notably of the bitter relationship between Rainey and his longtime rival Kevin Schwantz. Not many knew how awkward that relationship became as the two took similar paths to stardom. But it's all here, in the book.

The most moving words, however, may be those that come directly from the journal of his wife, Shae - simple notes she'd kept throughout the ordeal of Wayne's accident.

"He said: He'll probably never walk again. I said: I know Wayne. He'll walk. Then I think I broke down. It's kind of foggy. I hung up, walked in a stupor to my mom, woke her up. Mom, Wayne will never walk again. Just as calm as anything. I must have been in shock. I kept saying: Don't worry. Wayne's okay. I'm okay."

In addition to the moving story of Rainey's life, both racing and post-racing, photography is also featured - some 16 pages of black-and-white and color. The shots take you through Rainey's life, from child racer to novice dirt tracker to star road racer. They also include the dramatic photos of the crash that ended his career, the eerie X-ray of his damaged spine, and post-injury photos of him adapting to his new life.

The book begins with a foreword by Kenny Roberts, and this is immediately followed by perhaps the most factual statement of them all, a quote from Michael Scott's report on the Italian Grand Prix at Misano in 1993.

"It was over. A shining light had been extinguished. As the news spread like a shock wave, others came to the same realization. For us, racing would never be the same again."

I'll never forget that Sunday in September of 1993 when I received the news that Rainey had been injured. I'll never forget visiting him for the first time in a Long Beach hospital; seeing him for the first time in his wheelchair; or taking him (actually, he drove in one of his first outings with hand controls) to his favorite new burger joint on Signal Hill, near the *Cycle News* offices at the time. Those were difficult times for anyone who cared about the man who was arguably the most liked in the paddock, yet he attacked his injury with the same passion with which he attacked racing. And ultimately, he won again.

The book will bring back the sadness, but it will also leave you feeling good about Wayne Rainey's chances of making his new life a good one. As he says in the final sentences of the book: "I'm learning to be a person that I never had to be before. As long as I can remember, I raced. Now I don't race, and I have to learn to live a normal life, how to be a normal person. I'm still stumbling over what I'm actually looking for, and how I'll spend the rest of my life. But I'm sure my faith will get me there."

For those who would like the opportunity to meet Wayne, *Cycle News* feels fortunate that we can give you that chance. On Thursday night, December 18, *Cycle News* - in conjunction with FS Productions - will present "Wayne Rainey Night" at Speedway International Racing Bistro & Bar in Newport Beach, California. We'll have books on hand for sale, and Wayne will be available to sign those books. It's a unique opportunity to meet not only one of the best road racers in history, but one of the true good guys of motorcycle racing.

*For more information on "Wayne Rainey Night," call FS Productions at 714/752-1669. Those who cannot attend on December 18 but would like to order a book can do so by calling the* Cycle News *Products order desk at 714/751-7433.* CN

# LOOKING BACK...

## 30 YEARS AGO...
## DECEMBER 21, 1967

**Joel Robert** made the cover of issue #49. The CZ-riding Belgian won both the 250 and 500cc classes in Dehesa, California, the site of the final stateside appearance of the year for Europe's best motocrossers... A full-page ad on page 6 heralded the upcoming **Caesar's Palace** record jump attempt by **Evel Knievel**... The Jones brothers, Gary and DeWayne, were on the gas at the Nevada Championship TT Scrambles in Las Vegas, Nevada. **Gary Jones** (BSA) mastered the 500cc Amateur/Expert class, while **DeWayne Jones** (BSA) won the Open Amateur/Expert class... **Howard Jones** (Tri), **Bill Friant** (Gre) and **Dave Ekins** (Zun) were the men to beat at the Sinners and Spokebenders dual desert meet near Lancaster, California. Jones won the 500cc Amateur/Expert events on both courses, Friant did the same in the 250cc Amateur/Expert class, and Ekins won on both courses in the 100cc Amateur/Expert events.

## 20 YEARS AGO...
## DECEMBER 14, 1977

*The Latest Poop* section of this issue featured a picture and some specs of the new **Can-Am MX-4 370**. The bike's engine featured piston-port/reed-valve induction rather than the usual rotary-valve induction as found on its 250cc stablemate... It was announced that American road racer **Pat Hennen** had signed on to be World Champion Barry Sheene's teammate on the factory Suzuki for the 1978 500cc GP season. Hennen had finished third in the 1977 500cc Grands Prix season... **Rod Kentner** (Yam) was the man to beat at the Carlsbad/KSI/Carrera 4-Stroke MX National Championship at Carlsbad Raceway... Marty Moates' trick **Knobby Shop International Honda 450** four-stroke MXer was featured on page 12... *Cycle News* offered readers a look at the new **Scott USA plastic boot**... There was a two-page photo spread from the **AMA awards banquet**.

## 10 YEARS AGO...
## DECEMBER 16, 1987

Amateurs **Brian Swink** (Kaw) and **John Kitsch** (Kaw) made the cover in celebration of their perfect weekends at the Florida Winter Olympics in Gainesville, Florida... **Jeff Leisk** (Hon) won the Pro Circuit Motocross Extravaganza at Perris Raceway in Perris, California. Leisk defeated **Mike Kiedrowski** (Kaw) and **Mike Healey** (Cag), among others, in the 250cc Pro class. **Jeff Matiasevich** (Kaw) won the 125cc Pro class, and some kid named **Jeremy McGrath** (Yam) managed to get his picture in *Cycle News* after winning the 250cc Intermediate class... **Ricky Johnson** (Hon) led an American sweep at the Tokyo Supercross... **Terry Kizer** (Suz) was the fastest man in the Funnybike class at the IDBA's MTC World Finals in Baton Rouge, Louisiana... **Fritz Kadlec** (Yam) won the Last Chance Turkey HS in Laramie, Wyoming. CN

# WAYNE RAINEY
## - His own story

Cycle News presents

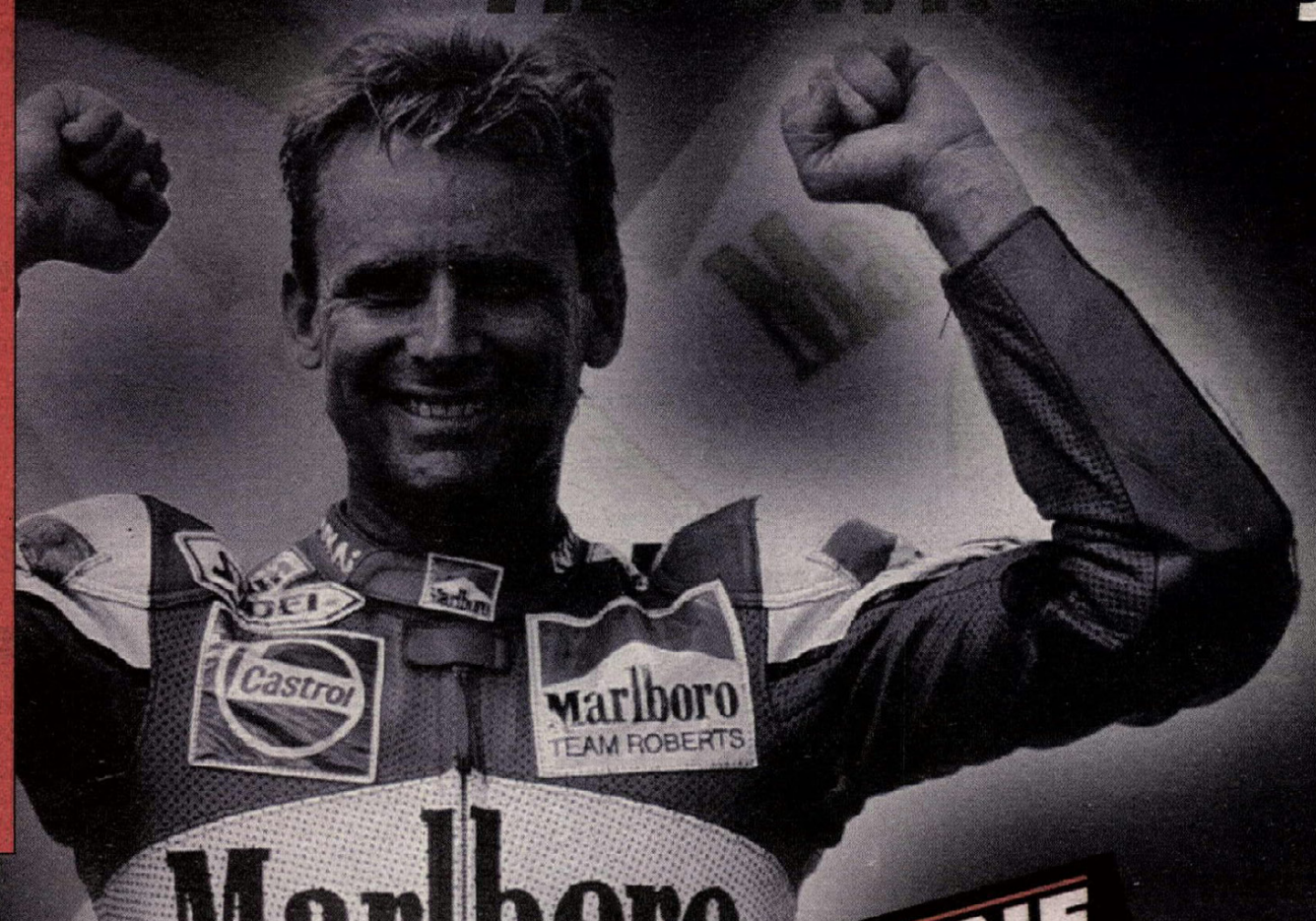
## "Wayne Rainey Night"

**WHAT:** A chance to meet Wayne and purchase an autographed copy of his book

**WHEN:** Thursday, December 18

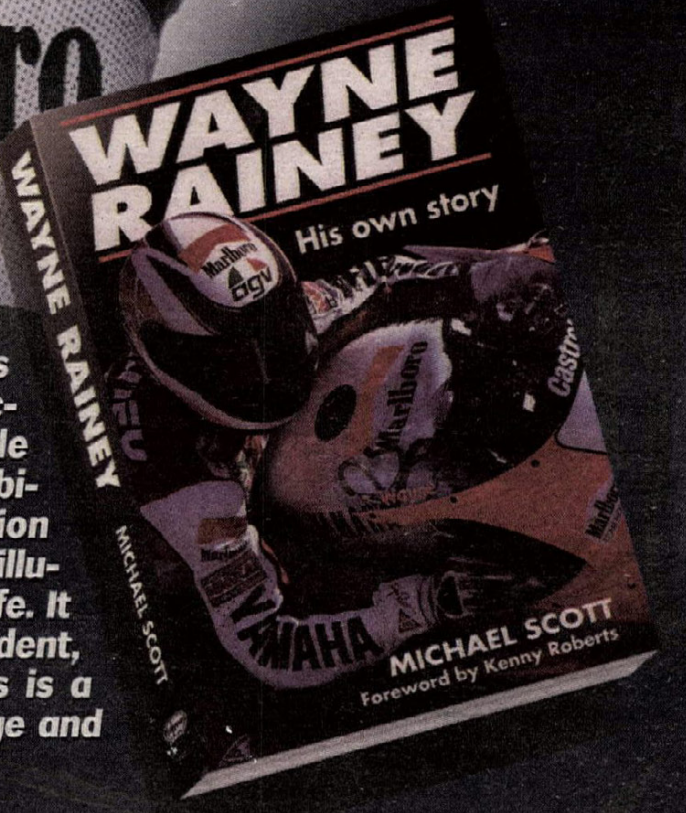
**WHERE:** Speedway International Racing Bistro & Bar in Newport Beach, California

For more information,
call FS Productions at 714/752-1669.




***'In this book he is fearlessly honest about his life, his career and his rivals.'***
***- Kenny Roberts***

***From the dirt-track ovals of California to the Grand Prix tracks of the world, Wayne Rainey forged a path to three historic successive 500cc World Championships. He defeated formidable rivals to achieve domination - until in the end his pitiless ambition almost killed him. This book, written in close cooperation with Rainey, is fully illustrated with private photographs and illuminated with new interviews with key people throughout his life. It tells the inside story of his years as a racer, his crippling accident, and his return to the tracks as a team owner/manager. This is a frank, intimate, and deeply moving account of inspiring courage and triumph over tragedy.***



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by Michael Scott / Foreword by Kenny Roberts

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